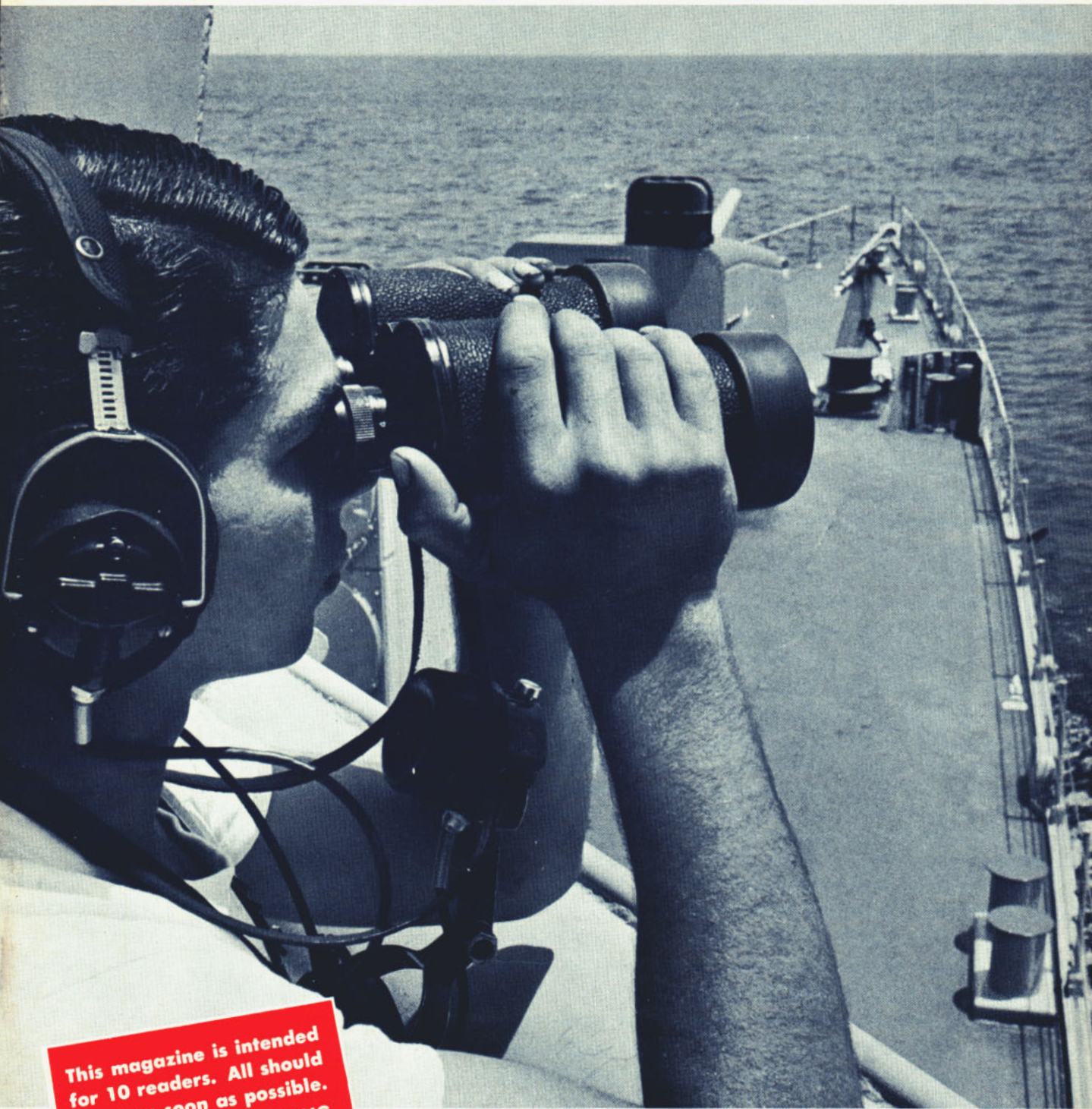


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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DECEMBER 1966





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1966

Nav-Pers-O

NUMBER 599

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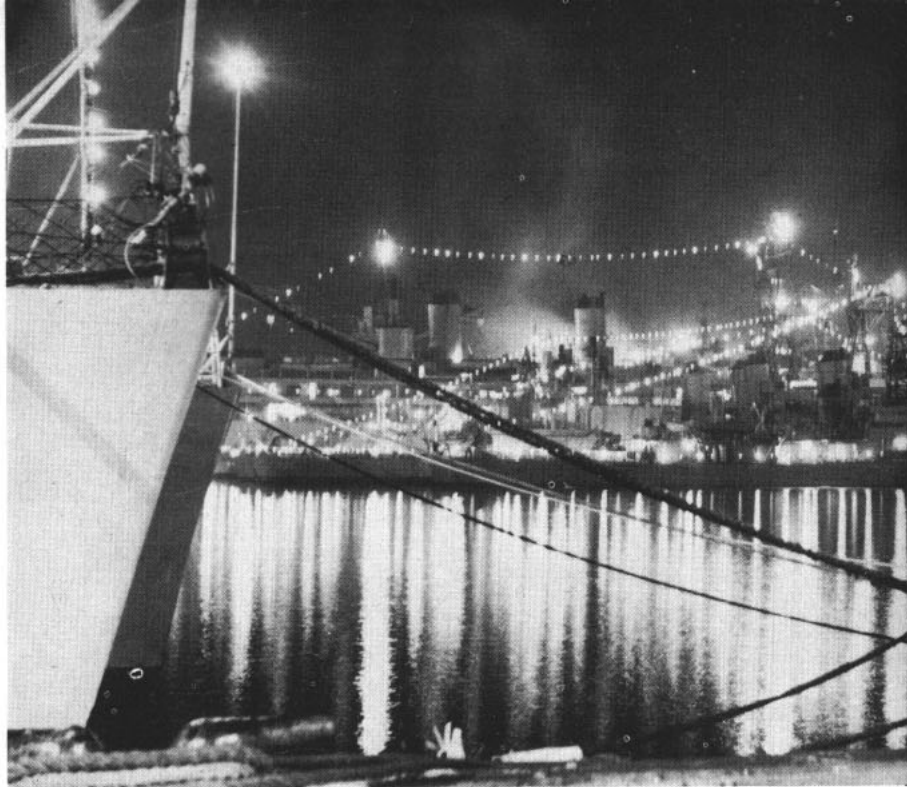
Gerald Wolff, Reserve

• **FRONT COVER:** SUB SEEKING—A destroyerman stands at his station as lookout on the bridge of escort ship USS Bradley (DE 1041), scanning the surface of the South China Sea during ASW exercises.—Photo by William M. Powers, PH1, USN.

• **AT LEFT: TWINKLE, TWINKLE**—USS Northampton (CC 1) lights up the night with Yuletide cheer as she shows off her Christmas decorations while in port at Norfolk Naval Base. Santa parked his reindeer and arrived in the antique car in the foreground.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





Seasons Greetings

IT'S THE DAY before Christmas, and all through the Fleet, things are happening:

Finishing touches are being put on ships' decorations, as ports around the world come alive with twinkling holiday lights.

Party committees are busy wrapping gifts and hanging balloons and holly from mess deck overheads. Navymen know Christmas is a time for small fry, and a time for giving, and this adds up to countless parties for underprivileged children.

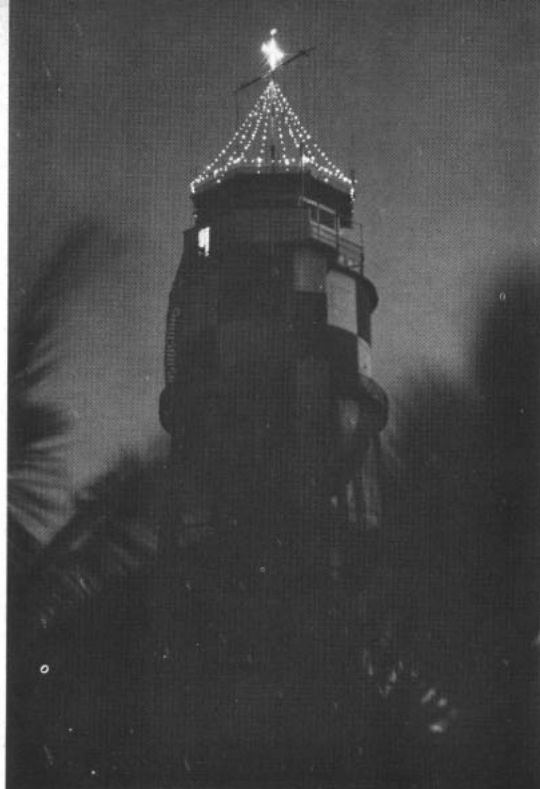
In the galley, the cooks are working overtime to make sure the turkey, dressing, cranberries, and pumpkin pie are just right. It'll be a feast to remember for a whole year.

The lucky Navyman chosen to play Santa is getting ready for his big debut. He's shining his boots and belt, and combing out his white chin-whiskers so they will hang nice and fluffy and not tickle his nose much.

Tomorrow promises to be a big day, no matter where you're stationed. As at other times, there will be plenty of ships underway, especially in the Seventh Fleet in WestPac, and the Sixth Fleet in the Mediterranean. But most will observe holiday routine, and the Christmas feast will not be missing.

Ashore and in port, leave and liberty policies will be liberal, and there will not be many family men to be seen around the ship.





On the High Seas

Tomorrow, the sounds of Christmas will fill the air. Christmas music will be piped over the 1 MC, Navy-men will sing carols in the chapel, and happy children will laugh and scream when the jolly old elf makes his appearance in his boatswain's chair, or his helicopter, or his liberty boat, or what have you.

But that's tomorrow. Today, you keep busy, blowing up balloons, and wrapping gifts, and stringing lights. So you can't think too much.

That's the way it is, on Christmas Eve. In the Fleet.

Clockwise from Top Left: (1) Santa uses highline chair to board *uss Kearsarge*. (2) Cruiser-Destroyer Force at Newport, R. I., lights up

for the Christmas season. (3) Signal tower at Pearl is aglow with Yule spirit. (4) Out Taiwan way Santa is rowed to children's party in dragon boat. (5) Crewmembers of *uss Hancock* attend Christmas Eve service while in port at Hong Kong. (6) San Diego-based Navymen play Santa to Mexican orphans. (7) Ship's choir sings carols during Christmas Eve dinner aboard *uss Princeton*. (8) *uss Bellatrix* (AF 62) extends season's greetings while resupplying ships off the coast of Vietnam. (9) In the Med, Santa used this jolly aircraft to visit crew of *uss America*. (10) Young lad is pleased with talk with Santa during party for Navy dependents. —Jim Teague, JO1, USN



Recalled: A Historic

THE WATERS of the South China Sea and the shore line of Vietnam are no strangers to ships of the Pacific Fleet Amphibious Force.

Twelve years ago, they helped in an operation that transported one-third of some 800,000 North Vietnamese refugees fleeing communism. The operation, called Passage to Freedom, was started by Amphibious Force ships. Later, they were joined by ships of the Military Sea Transportation Service.

It began in August 1954. Before it ended nine months later on 18 May 1955, many stories of human suffering and personal sacrifice, both by Vietnamese refugees and American sailors, were to find their way into the history of the Amphibious Force.

Passage to Freedom, like today's struggle in Vietnam, had its origin in a Geneva Convention agreement of 21 Jul 1954. Under its terms, Vietnam was divided at the 17th

parallel. The agreement ended a nine-year war between French colonial forces and North Vietnamese communists.

It also set time limits for evacuation of both French and communist forces. The agreement stated that civilians living in either zone who wished to leave "shall be permitted and helped to do so" by the authorities in command.

THIS SET THE STAGE for Passage to Freedom. Authorities in the north at the time said an estimated two million refugees would flee communism for the south if permitted.

Eventually, over 800,000 North Vietnamese made it out, in spite of all the restrictions and hardships involved.

Because of the large number of refugees expected and the time limitations set by the Geneva agreement, officials asked the United States to provide ships to help

transport the refugees from Haiphong to Saigon.

U.S. Navy Task Force 90 was formed to make the migration. Before it would be dissolved on 20 May 1955, it would carry to freedom 310,848 people.

It would also lift from the port of Haiphong 68,757 tons of cargo, 8135 vehicles and 36 barges. American ships making the journey were to record 66 deaths and 186 births. Vietnamese children born on U.S. ships were given the option of U.S. or Vietnamese citizenship upon reaching their 21st birthday.

PASSAGE TO FREEDOM was without precedent in the annals of U.S. naval history. Many problems had to be solved. Amphibious Force ships, designed to carry combat troops and their equipment, had to be remodeled to accommodate the refugees and their belongings.

Refugee evacuation stations had to be set up in Hanoi, Haiduong and Haiphong to handle the migrants. The people had to be cured of communicable diseases before boarding Navy ships. U.S. sailors had to be inoculated against disease. Cooks aboard the ships had to stock tons of rice and other Vietnamese foods.

The first American ship arrived in Haiphong on 15 Aug 1954 and left three days later with over 3000 refugees aboard. It was the attack transport *USS Menard* (APA 201).

USS ESTES (AGC 12) comes to Saigon.



ALL HANDS

VIETNAMESE REFUGEES prepare to board USS Montague for evacuation.



Mission

The problems, immense as they were, were overcome. On 21 September, 37 days after the first U.S. ship arrived in Haiphong, the 100,000th refugee was brought aboard the amphibious command ship *uss Estes* (AGC 12).

Many sailors distinguished themselves during Passage to Freedom. One was a young Navy doctor aboard the attack cargo ship *uss Montague* (AKA 98). The doctor was Lieutenant (jg) Thomas A. Dooley.

TWO STORIES reflect the feelings of the Vietnamese people making the journey.

The first was written by a woman on the deck of an Amphibious Force ship after the people had received their first meal, a bath, and medical attention. The second is a note from a Vietnamese peasant whose wife had given birth to a baby girl aboard the tank landing ship *uss Litchfield County* (LST 901).

"To all peoples of great U.S. Navy: We suffer much badness to come to your ships for liberty. Communists tell us you are beasts. We do not know what to believe. So we come anyway. You care for our sick and most kind to child and old peoples. Our freedom mean much which you have help so good. In name of my family and all Vietnamese people God Bless You." The signature was Han Bu Song.

Tran Duc Zuong wrote:

SHIP CARRIED one thousand refugees.



These Ships Formed Bridge to Passage to Freedom

Eleven ships of today's Pacific Fleet Amphibious Force participated in the Passage to Freedom migration of 1954-1955, in which some 300,000 Vietnamese were carried in United States ships from the communist north to Saigon in the south.

They are: the amphibious command ship *uss Estes* (AGC 12); the attack transports *uss Bayfield* (APA 33), *Magoffin* (APA 199), and *Montrose* (APA 212); the dock landing ships *uss Comstock* (LSD 19) and *Tortuga* (LSD 26); the attack cargo ship *uss Skagit* (AKA 105); and the tank landing ships *uss Jennings County* (LST 846), *Litchfield County* (LST 901), *Sumner County* (LST 1148), and *Tom Green County* (LST 1159).

Passage to Freedom ships formerly in the Pacific Amphibious Force are *uss Calvert* (APA 32), *Mountrail* (APA 213), *Wantuck*

(APD 692), *Montague* (AKA 98), *Algol* (AKA 54), *Menard* (APA 201), *Begor* (APD 127), *Andromeda* (AKA 15), *Epping Forest* (LSD 4), *Knudson* (APD 101), *Whetstone* (LSD 27), and *Balduck* (APD 132).

Also, the tank landing ships *LST 855*, *LST 772*, *LST 840*, *LST 822*, *LST 825*, *LST 758*, *LST 887*, *LST 692*, *LST 845*, *LST 47*, *LST 176*, *LST 629*, *LST 546*, *LST 520*, *LST 147*, *LST 548*, *LST 535*, and *LST 578*, and the auxiliary ships *uss Atlas* (ARL 7), *Sphinx* (ARL 24), and *Askari* (ARL 30).

MSTS ships which took part were: *USNS Fentress* (T-AK 180), *Muskingum* (T-AK 198), *Hennepin* (T-AK 187), *Pembina* (T-AK 200), *General A. W. Brewster* (T-AP 155), *General R. L. Howze* (T-AP 134), *Marine Adder* (T-AP 193), *Marine Lynx* (T-AP 194), and *General W. M. Black* (T-AP 135).

"I come in the name of my wife, of newborn and family to present sincere thanks. All of you giving much help to birth my little daughter. We bring you much trouble but you bringing us good help and niceness. You give your medicines, necessary instruments and very good place for accomplishments.

You and your doctor losing sleep to render service to us.

"From captain to last sailor you have hearts of gold. My family and myself thanking you very much and wishing you many victories against communism. Long live American peoples."

—Don W. McCartney, JO2, USN

SIGN ON LST announces passage to freedom to Vietnamese boarding ship.





CHAPLAINS IN ACTION—

THE NAVY CIRCUIT

FOR NEARLY 200 years, both in times of peace and war, Navy chaplains have served as an inspirational link to the seagoing serviceman.

Armed only by faith, trust in God and their teachings, they have stood in the forefront of nearly every major naval engagement since the days of John Paul Jones, ever present to see to the spiritual welfare of Navymen and Marines alike.

Today, our chaplains are once again serving in an area of hostilities.

In waters off the coast and in the jungles of Vietnam, they constantly strive to bring spiritual guidance to the fighting forces.

For our seafaring padres, this undertaking requires that they travel extensively, over, under and on the sea throughout the Fleet.

THIS is because chaplains are usually assigned only to principal task force units such as carriers and cruisers. The support ships, including submarines, rely on these parent units to provide chaplains for religious services and ceremonies. So,

our chaplains become modern-day circuit riders.

It's not uncommon for a destroyer sailor to see a chaplain follow a load of cargo highlined to his ship during an underway replenishment. Nor, is it unusual for him to watch the padre lowered onto the DD's fantail from a helicopter, affectionately referred to as a Holy Helo.

Most chaplains who fly over rough seas to a waiting ship will surely agree that it's the fastest and smoothest method of transfer. However, many probably have choice comments to make on their experience of being lowered by cable from a hovering helo to a ship's deck some 60 feet below. One chaplain describes it as routine.

"But," he adds, "when the weather gets rough and the destroyer starts fishtailing below, you might look down and see the ship one moment and a second later see nothing but water."

When he's safely aboard, the host ship is thankful for his visit. The chaplain, too, is undoubtedly thank-

ful. Thankful that he made it.

SOMETIMES the chaplains' Sunday schedules become so full that they must arrange weekday services on the smaller ships. Chaplains have reported that they have conducted as many as seven different services on as many ships, in a single day.

Whenever chaplains of different faiths are available, a special effort is made to transfer each of them to conduct his respective services.

On the other hand, there are times when the smaller ships on independent duty have no access to any chaplain. When this happens, the job of performing religious services becomes that of the lay leader. Lay leaders are men who show special interest in religion and, as representatives of their commanding officer, conduct worship services in the absence of an ordained chaplain.

The practice of using lay leaders in the Navy stems from late in the 18th century, the period in which the Navy chaplaincy had its birth.

At that time, divine services, as

ruled in 1775 by the second article of our first *Navy Regulations*, were to be held daily on those ships having chaplains on board. Further, it stated that the crew's attendance was mandatory.

FOR THOSE ships without chaplains, efforts were usually made to enable lay leaders to conduct worship services, or the captains would try to employ a civilian clergyman willing to share the rugged life at sea in sailing ships.

Many of these clergy were unordained but conducted divine services for several years. It wasn't until 1799 that the Navy commissioned its first chaplain—William Balch. By 1800, four more ministers received their commissions and the Navy Chaplain Corps had its beginning.

In time, regulations became more precise for those applying for commissions as chaplains. They were required to be ordained and have church approval for naval service. This same ruling is required of today's chaplains, with the added requirement that they be college graduates and graduates of an ap-

RIDER

proved theological seminary with 90 semester hours.

Although William Balch was a commissioned chaplain, he held no service rank as we know it today. Navy chaplains were eventually given *relative rank* (in pay grade only) in 1871, but did not receive *actual rank* in service until 1899. Thereafter, commissioned chaplains were usually appointed with the actual rank of lieutenant.

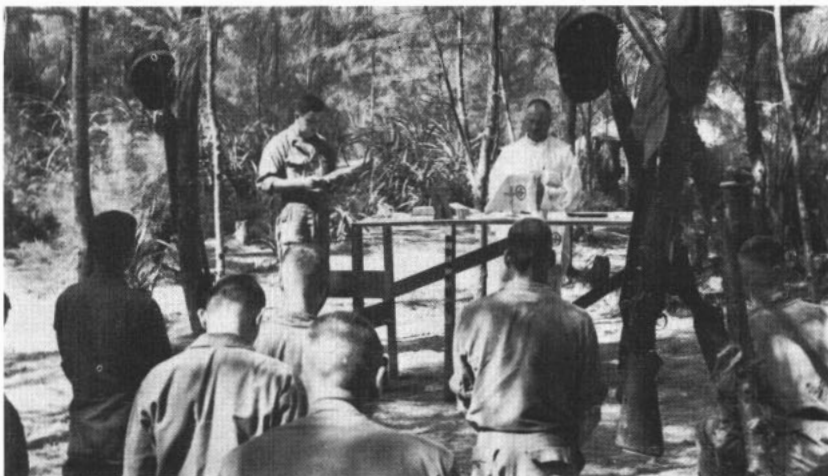
ONE OF THE PRIMARY duties of our early chaplains was teaching. They were charged with training young midshipmen, mostly in their teens, in such subjects as navigation, history, English and geography.

As a result, the chaplains of the mid-19th century worked closely with Secretary of the Navy George Bancroft in the founding of the Naval Academy at Annapolis in 1845. Among these men was George Jones who was to become the first to serve at the Academy both as chaplain and as head of the Department of English Studies.

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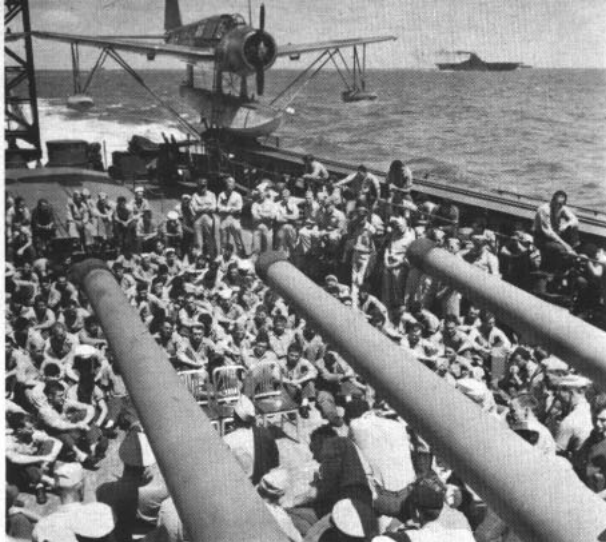


FROM THE SKY—Helicopter lowers chaplain to conduct Divine Services on DD in Pacific. Below: Circuit-riding padre says Mass for Marines in Vietnam.



OVER THERE—Chaplain returns to USS Hancock (CVA 19) by highline after church call aboard USS Harry E. Hubbard (DD 748) in waters near Vietnam.





BACK THEN—Services are held aboard cruiser prior to mission in the South Pacific during World War II. *Rt:* The chaplain distributes the ship's paper to crewmembers aboard the battleship *USS Pennsylvania* in the early 1900s.

There are numerous other achievements in our Navy's tradition which may be attributed to the determination of the pioneer chaplains.

Perhaps the most humane of these was their actions against flogging as a means of discipline. Letters and reports from chaplains largely influenced the Navy to abolish it.

There was another principal con-

cern of the chaplains. It was the lack of facilities during the off-duty hours for the crew. This challenged chaplains to initiate several welfare programs. Among them, most of which are still in existence today, are crews' libraries, ships' choirs and bands. As early as 1897, one chaplain introduced the stereopticon, a forerunner to the slide projector.

THESE INNOVATIONS were followed by others, such as crews' movies, sightseeing tours overseas, the establishment of coffee messes (initial replacement for grog rations), and the founding of the Navy's YMCA. Calisthenics were also organized by chaplains for maintaining the physical fitness of the ship's crew after steam replaced sails.

Like others throughout the years, chaplains today devote a great deal of energy toward improving the Navyman's national and international social education and status.

In Vietnam, for instance, they hold classes to explain the variety of religions, customs and traditions of the Vietnamese.

Last summer this understanding was stimulated by the start of a program focused on the physical welfare of the Vietnamese people. Called Project Cleft-Lip, it serves to correct, by plastic surgery, disfiguring birth defects on the faces of children. The program was initiated by Chaplain Paul H. Running, together with other servicemen from all branches.

This humanitarian effort runs hand-in-hand with religious efforts. Vietnam citizens are encouraged by our chaplains to partake in services.

A Tribute to the Lay Leader

What is a Navy lay leader? What does he do?

He is a non-ordained person whose role is to assist his command and his chaplain in religious ministrations.

He encourages attendance at Divine Services and promotes service to God and men both by word and by personal example.

A lay leader must possess certain qualities, such as leadership, religious conviction and a sincere interest in his fellowman if he is to perform his role effectively.

He must be capable of developing the art of communication with others so they can share religious concerns with him.

This quality is especially important when there is no chaplain on board ship. In this situation, he may conduct appropriate services of worship and devotion.

In addition, he may be asked to render spiritual assistance to persons wounded or dying.

When a chaplain is aboard ship, the lay leader assists him in the publication of the chapel and religious programs and distributes them to-

gether with other religious literature. He also operates slide and motion picture projectors for films shown during Bible studies and discussion groups.

Attempts are currently being made by the Chief of Chaplains to further the formal training of lay leaders by the establishment of a Lay Academy of Theology and Pastoral Care. Training is now presented in the form of lay leaders, conferences, refresher courses and chaplain supervision.

This academy will feature initial training periods of from two to four weeks of laymen programs and a one-week refresher course for those laymen aboard ships returning from overseas deployments.

"We want to give laymen an opportunity to grow," says the Chief of Chaplains, Rear Admiral J. W. Kelly, CHC.

"We seek as lay leaders men who love God, their country and their fellow Navy men and Marines. We want them to prepare themselves through prayer, worship, study and the cultivation of those habits which are the mark of a real man."

In contrast, it is seldom our troops at the front are without the benefit of chaplains.

ON THE BATTLEFIELD they hold religious services whenever and wherever possible. Frequently, they make their own way into the combat zones by hitching rides by helicopter, jeep or truck. If necessary, they walk in order to be where they are needed, even if only long enough for a brief prayer and short sermon.

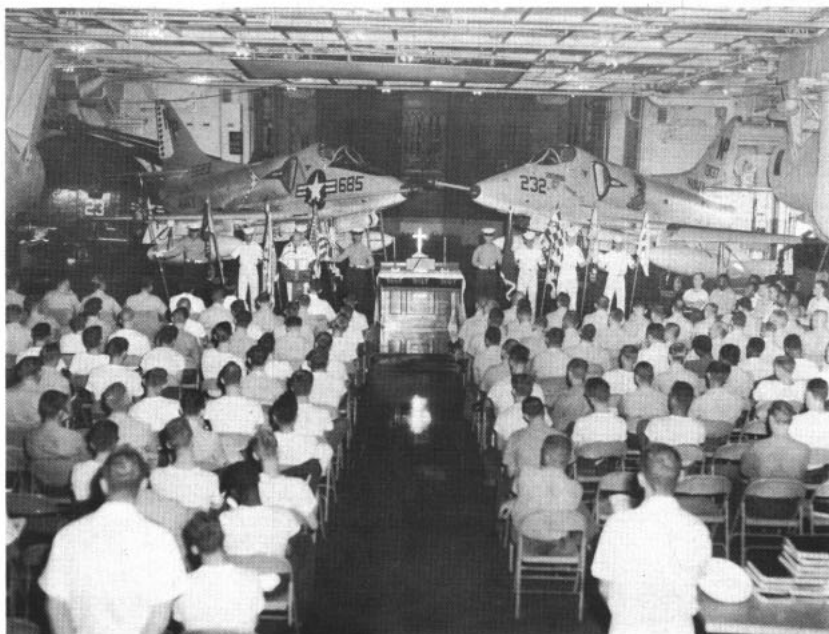
Their altars may be in a tent, on the hood of a vehicle or, at worst in a mud-soaked foxhole. They can never be certain their services will be completed without incident. More than once Viet Cong mortars have sent congregations scattering for nearby cover.

WHEN THE chaplains aren't at the front, they can almost always be found at field hospitals. There, they are ever present to comfort the wounded and console the dying. One chaplain might write a letter home for someone who is wounded and disabled. Another might simply console a patient by his presence while uttering a prayer of reassurance.

These are things men have seen chaplains do, not only in hospitals but also in the heat of battle. They stem from a heritage of bravery.

Some of our nation's highest decorations have been awarded chaplains for outstanding merit or gallantry in combat. These range from the Navy Commendation to the Medal of Honor.

The Medal of Honor was awarded on 23 Jan 1946 to the late Chaplain Joseph T. O'Callahan for his display of bravery on board the carrier USS



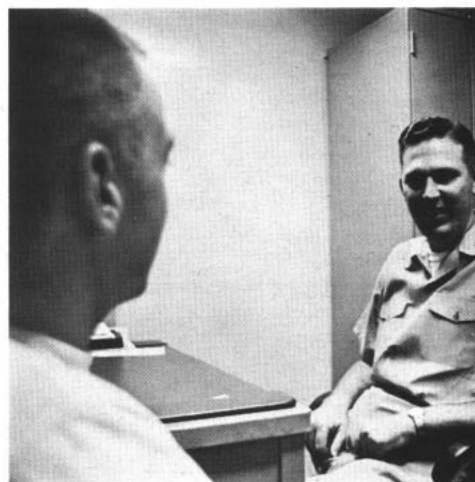
CARRIER'S HANGAR DECK becomes a church for religious services as carrier-men cruise the Pacific. Below: Navyman at sea has a talk with his chaplain.

Franklin (CV 13) when she was attacked by Japanese aircraft near Kobe, Japan, in 1945.

So far in Vietnam, chaplains have been decorated with the Purple Heart, the Legion of Merit, Bronze Star, and Navy Commendation medals.

These actions and those of chaplains throughout the years have distinguished the Chaplain Corps' history. And, for as long as there shall be Koreas and Vietnams, we can look to our padres of the sea to stand side-by-side with our fighting men engaged in battling aggression—no matter where or when.

—Marc Whetstone, JOC, USN



YEARS OF SERVICE—Chaplain holds church services on deck. Rt: Navy chaplain and Marines observe Hanukkah.





FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Oceanographer's Mate

The sense of adventure in seeing the world has all but vanished for the sailor of today. To compete with the space age in regaining the interest of youth today, we can offer a lot more.

For example, I would suggest that the Navy engage in a long-range training program in oceanography. Cooperate with colleges and universities to offer a naval career as oceanographer. Establish a new rate for enlisted men as Oceanographer's Mate. (I understand that there is a trend in this direction, and that NESEP offers college training in oceanography.)

The ocean may be more important to us in the future than space. Let's use it to the best advantage.

I strongly feel that the Navyman is not interested solely in the various bonuses, more in-port time, or learning a trade to benefit him when he gets out. If this were the case, the entire armed forces are open to the same benefits. And the other services don't have to get under way every Monday morning.

And since travel is an essential part of the Navyman's life, why not take greater advantage of it. Is it essential that the same ports be used again and again? Why not let the Navyman see more of America? Our Atlantic seaboard offers many interesting recreational spots to visit. Fire Island, located off Long Island, N.Y., for example. How many Navy-men have ever seen, or heard of, Mystic, Conn.? It was a famous whaling town, and there are still whaling ships tied up to its docks.

Let's keep the spirit of adventure a part of the sailor's life.

G. P. Sobel, QM1, USN.

Variation to VRB

I would like to suggest a change in procedure for paying the regular reenlistment bonus, along lines now in effect for the variable reenlistment bonus.

Why not give an option to those reenlisting after the first time a

choice of receiving either a lump-sum payment or receiving payment over the life of reenlistment or any yearly increment?

This would permit them to avoid the tax bite, as is now being done with the VRB. I think many individuals who have long since passed their first reenlistment and are a bit envious of the large sums paid under the VRB would find some consolation if this were put into effect.

E. S. Carder, CT1

NavSecSta, Washington, D. C.

Mess Cooking and Class A Grads

The use of Class A school graduates and designated strikers as mess cooks and on other types of jobs out of their rating has long been a problem.

We spend time and money creating new programs to keep these valuable men in the Navy. We want them to make it their career. However, these programs are off to a

bad start just as soon as the graduate leaves school and reports to his first duty station. He usually starts off as mess cook.

The usual justification centers about the shortage of personnel and the conviction that everyone has to do his share of mess cooking.

All well and good, but this man has already put in as many as 38 weeks of hard study and classroom work. He's ready and eager to go in his specialty. This enthusiasm dwindles into indifference or antagonism when, six months later, after a short leave period and a term of mess cooking, he finally reports aboard to work in his specialty. At the very least, he has stagnated.

Another point comes to mind. While mess cooking, he becomes eligible to compete for advancement in rating. Chances are, if he has not become too stale, he will pass his test and become eligible for advancement to PO3 in the first increment, a month or so after he has completed his tour as mess cook. Under these circumstances we have a petty officer with no practical training or experience. He will be under a great handicap. There will be many things expected of him, and he will be lucky if he doesn't fall flat on his face.

The concept that "Everyone has to do his share of mess cooking" should be dropped and a new viewpoint adopted.

R. W. Gately, YN1, USN
NAS Quonset Point, R. I.

(Note: You and other readers are referred to the Task Force recommendations approved by the Secretary of the Navy Policy Board for implementation. Recommendation No. 23 provides for the expansion of the "contract messman" program, that is, civilian mess cooks, to include all shore activities. This subject will be covered in the near future in ALL HANDS.)

An Elite Corps of Navy-men

If I were CNO for an hour, I would recommend most strongly one



more study, a study by personnel specialists of the CAREER man who is already a part of today's Navy — his problems and likes and dislikes.

In other words, don't worry so much about retaining the transients; instead, investigate why we have career men, then concentrate on those aspects of the problem. The aim should be directed toward the creation of an elite corps of dedicated career Navymen.

**Robert J. LaLonde, LTJG
USS Hunley (AS 31)**

Small Stores

Every Small Stores should be required to stock the uniform items on the published list and to be open during hours when enlisted men can get to them.

Frequently, Stores are out of the common sizes of one or more useful items — dungarees, blue jackets, khakis. Others seldom, if ever, stock the more unusual sizes of these same items. While it is obviously impossible for every store to stock every size of every item, a list of "never out" should be established, with the balance carried according to demand.

Small Stores should be open during periods when men are free to use them. This should include the noon hour, particularly on bases where most men are in schools or offices during normal working hours.

These changes might — just possibly might — make the Small Stores the fringe benefit they are said to be.

**G. W. Windscheffel, EMC(SS)
USS Swordfish (SSN 579)**

Enlisted Evaluation

The enlisted evaluation form now in use does not provide the reporting senior sufficient latitude for all ratings. E-9s cannot, in justice, be evaluated on the same basis as an E-4.

However, such forms could be designed along the same lines as the officer fitness reports. Block 8 could be reserved for reporting seniors who wished to comment on superior or inferior performance of the individual. I do not believe you can assign a numerical value to any individual's performance. None are perfect but most try to act and perform their best, according to their



ADM David L. McDonald, Chief of Naval Operations, aboard USS America (CVA 66)

experience, education and maturity.

I would also eliminate Fleet-wide exams for pay grade E-4 and give advancement responsibilities to commanding officers. In addition to the requirements now in effect, a mini-

mum of six months on board for duty would be necessary. Advancements could not be made while on TAD, under instruction, or while hospitalized.

I believe this would greatly enhance the commanding officer's responsibilities in the selection of the more qualified personnel and would have a profound effect on the selection and retention of the more desirable career petty officers.

**Kenneth M. Schurr, CTC, USN
NavSecGru, Sonoma, Calif.**

Payment for Correspondence Courses

I would consider instituting payment for successful completion of correspondence courses.

Excluding courses which are required for advancement in rate or other purposes, I would determine the value of each course to each rate and grade in the Navy. After this, I would establish a given amount each course is to be worth to individuals of different rates.

I would establish a time limit for

You Take the Conn

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.



completion of a correspondence course and, upon completion, administer a final examination under the same conditions as promotion tests are held.

Richard B. Hartman, HM1, USN
USMCR, San Bruno, Calif.

Full Value from E-8s, E-9s

To get the most for the money paid to the higher rated personnel (E-8s and E-9s), I would take steps to have a man that accepted an appointment to E-8 agree to remain on active duty for 25 years; anyone appointed to E-9, for 30 years.

Thus, the Navy would receive the

benefit of their experience instead of simply training them for a civilian employer.

I would also permit the E-8s and E-9s who have gone into the Fleet Reserve to request active duty to finish out their 25- or 30-year obligation.

R. L. Goodwin, AOCS, USN
Quonset Point, R. I.

New NEC for Shore Patrol

The present system of obtaining men from operating units on a TAD basis to fill shore patrol billets at continental bases is a serious drain on the operating forces. Usually an operating unit is already below its

personnel allowance but still must provide TAD personnel for shore patrol duties.

I would replace this system by creating a new Navy Enlisted Classification code for Shore Patrol. Then I would have those enlisted rates which are primarily seagoing designated with this secondary Shore Patrol NEC. This would create shore duty billets for the primarily seagoing rates and would relieve the TAD requirements from the operating forces.

Donald J. Baets, CDR, USN
FPO, New York, N. Y.

Let's Get Tough

The sailors in the days of John Paul Jones were rough, tough and rugged. They could hit hard, fast and often. They were what seamen should be.

The tendency today is to concentrate on clean shaves and loud-smelling deodorant.

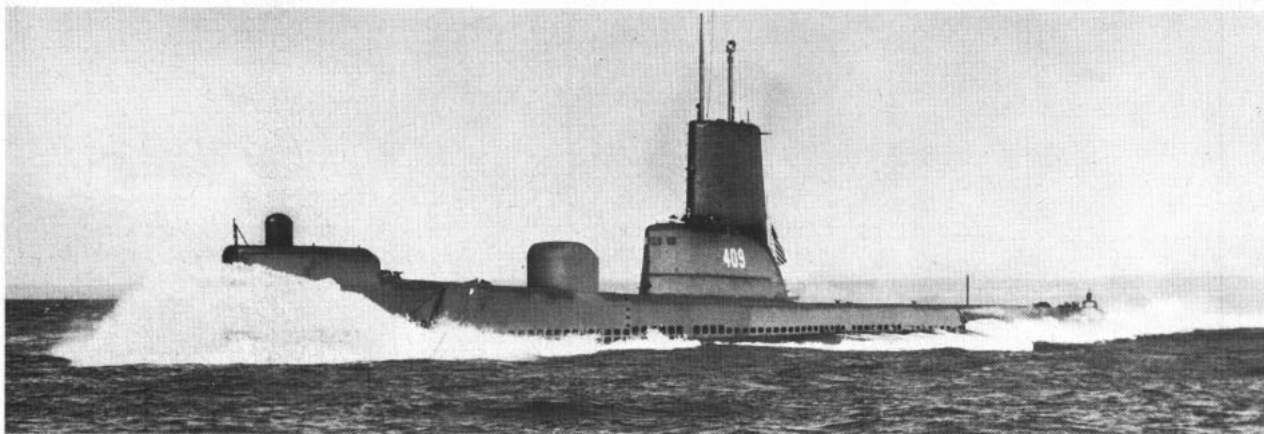
Sweating out 25 push-ups and running 300 yards three or four times a year fools no one but ourselves. All we're accomplishing with this is sore stomach muscles and aching legs when we know deep down inside that we're about as physically fit as a rusty robot.

There are lots of sports in which we can build muscle tone and enjoy ourselves too. We can also learn more about the art of self-defense.

Maybe some don't mind fighting alongside an overweight boatswain's mate, but I can think of a better choice.

Let's get tough.

H. E. Simon, ABH3, USN
North Island, San Diego, Calif.





WATER LOW—At low tide trucks could reach LSM and speed up unloading.

Logistics Lift Ship

A VIETNAMESE NAVY ship, sailing deep into Viet Cong territory during Operation Icebreaker demonstrated the economic advantages of seaborne resupply. Sailing aboard was a U. S. Navy advisor who returned with an enthusiastic report about the operation.

Lieutenant Commander Richard N. Peterson, USN, of Middleton, R. I., an advisor to the Vietnamese Navy, accompanied the Vietnamese ship down VC-infested jungle rivers and up the coast. The ship delivered supplies to the Vietnamese Army Regional Forces Training Center at Song Mao, 140 miles northeast of Saigon.

The center normally requires over 200 tons of supplies monthly.

Previously, nine airlifts supplemented by truck convoys from Phan Thiet, 35 miles distant, were needed to make the deliveries.

The Vietnamese Navy set out to solve the problem in Icebreaker.

Vietnamese Navy Logistics Lift Ship (LSM 404) began operations 28 July at her berth in Saigon. Over 200,000 pounds of rice and other materials were loaded aboard the ship.

The final phase of loading was at Nha Be, seven miles south of Saigon,

where 360 barrels of petroleum, oil and lubricant were taken on.

From Nha Be the trip through the Rung Sat Special Zone to the South China Sea began. The 404 arrived safely at her destination.

Lieutenant Ninh, 404's commanding officer, was forced, due to surf conditions, to beach the ship on a sandbar 50 yards offshore for unloading.

Problems began when the bow ramp was dropped. As the ship was still in deep water, trucks were unable to reach the supplies.

Navy ingenuity went to work. The POL barrels were rolled into the water and successfully floated to the beach.

Later, with the tide out, trucks were able to unload the ship.

During unloading, 404 was a target for nearby small Viet Cong units.

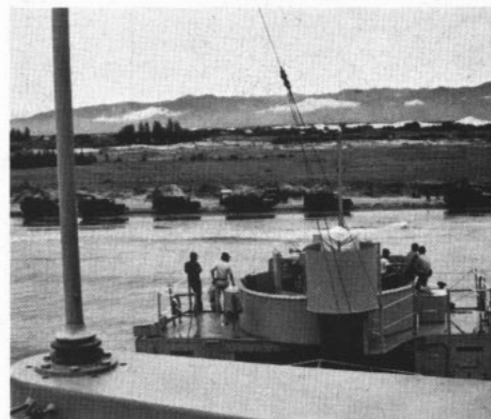
The Viet Cong tried to reach the ship but were driven off by Regional Forces' troops. Further protection was provided by a spotter aircraft circling overhead.

From Song Mao, LSM 404 proceeded seaward to complete two other missions. She then returned to Saigon.

—Story and photos by
Jack C. Deckert, PHC, USN



LSM 404 took supplies 'inland.'



CREW of LSM watches trucks carry off supplies. Below: At times off-loading had to be done by hand.

JOB'S END—LCDR Peterson, USN, and officers enjoy meal after mission.



On Coastal, Air and

Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the background story that comes directly from ships and units on the scene.

Big Little White River

She's not a big ship. Not until she starts firing at Viet Cong positions inshore with her rockets, five-inchers, and 40mms. Then she's as big in total firepower as four destroyers.

USS *White River* (LSMR 536) is a medium, rocket firing landing ship. She and her sister ships *Clarion River* (LSMR 409) and *St Francis River* (LSMR 525), and the flagship *Carronade* (IFS 1) make up Inshore Fire Support Division 93.

Operating along different sectors of the Vietnam coast, these ships provide rocket and gunfire support

to friendly forces when called upon.

An LSMR is no luxury ship. The only air-conditioning aboard is in the combat information center and electronic spaces. There's very little refrigeration space, which means the crew eats canned and dehydrated foods most of the time. The berthing spaces are hot, and laundry service is often poor due to the limited fresh water supply.

But if these conditions are considered shortcomings, they're all overshadowed by the state of high morale. "We're lucky here on *White River*," says a gunner's mate first. "We operate fairly close to the beach when we're on a support mission, and we get to see what's going on. Look at the guys on the carriers. They see their planes take off and land, but don't see what's happening, like we do."

Among the ship's greatest admirers

are the spotters who coordinate the gunfire support from their positions inshore.

After a firing mission one afternoon, the spotter radioed back to the ship, "Target coverage excellent. I'm coming down to take a look at the greatest little ship in the Navy."

Another spotter gathered some "punji" stakes and sent them out to the ship as souvenirs for the crew. Still another was arranging to have fresh fruit sent out to the ship.

During her first months off Vietnam, *White River* destroyed 708 structures, damaged 535 others, killed 100 VC and wounded 55.

Da Nang Harbor Patrol

There are usually about 20 ships anchored in Da Nang harbor. It could be a prime target for Viet Cong saboteurs, if not for the Harbor Patrol of the U. S. Naval Support Activity, Da Nang.

The Harbor Patrol consists of 45-foot picket boats, four smaller Mark IV boats, and four small outboard motorboats, which operate in the shallow part of the harbor.

The boats go on patrol from three to eight days at a stretch. The busiest times of the day for the boats are early in the morning, mid-afternoon, and at curfew (2000).

During these periods, Vietnamese junks and sampans are stopped and searched, and their papers are checked by the Vietnamese Navy interpreter assigned to the picket. Any suspicious material is confiscated and taken along with the suspect boat to the Naval Advisory Group for investigation.

The Harbor Patrol also enforces the curfew, which runs from 2000 until 0400. Curfew violators are taken to the Naval Advisory Group for interrogation and are detained until the next day. When Vietnamese are apprehended three times for curfew violation, their boat is taken away for a week.

Navymen Decorated by Vietnamese

The Republic of Vietnam has awarded several combat decorations to Navymen for meritorious combat service.

The Seventh Fleet's Yankee Station commander for the past year

ON TARGET—Rocket from A1 Skyraider hits a camouflaged petroleum barge.



River Patrol

was awarded the Vietnam National Order Medal.

Rear Admiral James R. Reedy, who was Commander Task Force 77 and Commander Carrier Division Five, was embarked in the carriers *uss Kitty Hawk* (CVA 63) and *Constellation* (CVA 64).

Captain John T. Shepherd received the Gallantry Cross (Division Level) with Silver Star. He received the award for his role in the creation of the Navy's Market Time and Game Warden operations.

Also receiving the Gallantry Cross were the commanding officer and nine crewmembers of the dock landing ship *uss Tortuga* (LSD 26).

The award was in recognition of the group's action during the capture and salvaging of a 100-foot Viet Cong trawler.

Volunteers from *Tortuga* assisted in fighting fires aboard the trawler after it was abandoned by the Viet Cong, and later helped to salvage it. The firefighters faced continual danger. Periodically ammunition stored aboard the trawler "cooked off" and sprayed the deck with bullets.

Flyer Remains Alert, Lives

The ability to keep his head when badly wounded and nearly unconscious probably saved Commander Wynn Foster's life.

He was leading a two-plane strike of A4 *Skyhawks* against the Vinh oil storage area in North Vietnam. After passing the coast, the planes encountered heavy anti-aircraft fire.

CDR Foster took a direct hit in the cockpit, which shattered his right arm between the elbow and the shoulder.

Painfully wounded, with his right arm bleeding profusely and lying useless, he directed his wingman to proceed back out to sea. He then took evasive action until well clear of the anti-aircraft fire.

Knowing how serious his wounds were, and that he would soon lose consciousness from the loss of blood, CDR Foster saw that his only chance for survival was to receive medical aid immediately.

Through painful gymnastics in the cockpit he made radio contact with the search and rescue destroyer, mentally plotted the course to the ship, and continued to fly his air-



HOT CARGO—Postal clerks check mail aboard *USS Constellation* (CVA 64).

craft with his left hand.

As he neared the destroyer, he instructed his wingman to tell the destroyer what would be necessary for the recovery, also his own need for blood. He ejected at 3000 feet, just ahead of the ship.

He inflated his life vest, released the seat pack, and when in the water

opened his parachute fittings, all with his left hand.

About five minutes later a whaleboat from the destroyer arrived and CDR Foster, barely conscious, instructed the crew as to how best to get him aboard.

The whaleboat was hoisted aboard *uss Reeves* (DLG 24) within 10

ROCKET'S GLARE—*USS White River* (LSMR 536) fires rockets at shore position.





AIR POWER—Carrier-based *Crusader* fires rockets in support of ground forces.

minutes after pickup and CDR Foster was given medical attention by the ship's medical officer.

He was later evacuated to the carrier *uss Oriskany* (CVA 34).

For his actions, CDR Foster was awarded the Silver Star and the Purple Heart. He has also been recommended for the Distinguished Flying Cross. Previously he had earned 16 Air Medals and two Navy Commendation Medals with Combat V.

Bassac Patrol

The winding channels and muddy waters of the Mekong Delta and the Rung Sat Special Zone are the operating areas for the river patrols of Operation Game Warden.

One such patrol was conducted recently on the Bassac River, in the southern part of the Mekong Delta. The patrol was operating from *uss Tortuga* (LSD 26), anchored about 15 miles off the Bassac River mouth in the South China Sea.

Daytime patrols usually begin at 0700 and end 12 hours later. An hour before departure, the crews of the patrol boats are briefed at the support ship. This particular briefing was conducted by Lieutenant (jg) Henry I. Klein, executive officer of River Patrol Boat Section 512.

"Intelligence has told us," he said, "that some sampans might meet at the northern end of the island today or tomorrow to transfer fuel and arms. Keep an eye out for them."

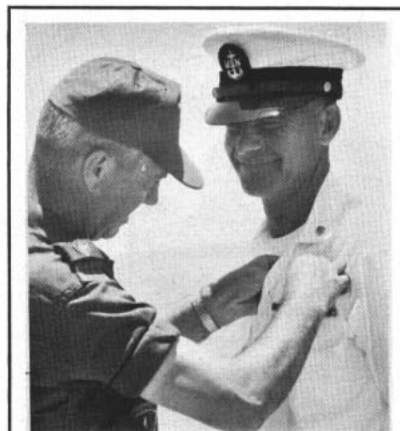
He warned against taking any craft under fire at too close a distance, to avoid being caught in a secondary explosion.

By 0700 the lead boat of Patrol

Alfa, *PBR 22* and its running mate, *PBR 57*, were in the water. The .50-caliber machine guns were tested. Then began the trip to the mouth of the Bassac. A 15-mile long island, considered a Viet Cong stronghold, dominates the mouth of the river.

Although *PBR 22* did not reach the river until 0830, the crew had already detected and visually inspected several sampans and junks, but found nothing suspicious.

By 0930 the two boats had arrived at the Vietnamese Navy Coastal



ARMY-NAVY—John L. Wank, AMSC, USN, aircrewman of *Detachment 29, Helicopter Support Combat Squadron 1*, receives Army aircrewman's wings from CO of 145th Aviation Battalion, Bien Hoa, Vietnam.

Chief Wank is among the first eight Navymen to qualify for Army aircrew wings. His detachment is flying support for U. S. Navy river patrol boats in Mekong Delta area.

Group base, well above the river mouth on the left bank.

Here the PBR patrol officer, Chief Petty Officer John E. Brown USN, took time out to exchange books and magazines with the three U.S. Navy advisors assigned to the coastal group.

As the patrol continued upriver, Chief Brown commented, "We don't worry too much about boats in this area. Everything passing must go through several Vietnamese Navy checkpoints. It's north of the island where we really have to be on our toes."

Approaching the northern end of the island, *PBR 22's* boat captain, Petty Officer Second Class Thomas Darley, spotted a sampan which was quickly overtaken.

Chief Brown boarded and searched the craft, but found no cargo. The man and boy who occupied the sampan were thanked for their cooperation and told they could continue their trip.

Experience governs the patrol officer's decision as to whether a boat should actually be boarded and searched. In any event, all craft sighted are inspected visually.

As Patrol Alfa rounded the north end of the island, the PBRs suddenly increased speed.

"Charlie has a 57mm recoilless rifle over there on the point," Chief Brown yelled over the noise of the engines. "If we move fast and maneuver, he'll have a hard time hitting us."

Later, *PBR 57* reported seeing a sampan pull out of the undergrowth of the island and dodge back in after spotting the PBRs. Abruptly the two boats reversed course to investigate.

Two other sampans were close by and after inspection by the PBRs, they were told to move on. One of the sampan operators seemed frightened and kept pointing at a small opening in the undergrowth nearby.

Then *PBR 22* approached the position marked by *PBR 57* to be investigated. It was the same spot pointed out by the frightened sampan operator.

Barely visible were three sampans, clustered in the jungle growth. As the PBRs approached, the sampans moved further into the undergrowth.

Chief Brown fired several warning shots into the trees above the sampans, hoping this would draw them out for inspection. Ignoring the shots, the sampans pushed still

deeper into the tangled foliage.

Chief Brown fired more warning shots, this time a little lower. There was no response. He contacted Vietnamese authorities and requested permission to destroy the sampans if necessary. Permission was granted.

As a final warning, Chief Brown launched a grenade just short of the opening, still hoping to scare them out for inspection. There was no reaction.

He ordered a few exploratory rounds fired from the forward .50-caliber machine gun. One of the rounds struck the largest sampan, causing a violent explosion that ripped the sampan apart, spewing clouds of black smoke and fire above the palm trees, and setting the other two craft afire. Obviously, the sampans had been carrying ammunition for the Viet Cong.

The patrol continued.

At 1630, not far from the river mouth, a U.S. Army spotter plane dropped a red smoke grenade in the mouth of a narrow canal as a signal that suspicious craft were approaching. Patrol Alfa was told that five sampans had run the Vietnamese Navy checkpoint up the canal.

Two sampans glided out of the canal and Chief Brown boarded and searched both, but found only fresh vegetables and produce on board.

One Vietnamese farmer, obviously irritated by being delayed in getting to market, had his frown changed to an appreciative grin, when Chief Brown bought some hot peppers at an inflated price. Satisfied, the farmer proceeded on his way.

The other sampans, all thoroughly searched, yielded nothing.

Shortly after 1930, Patrol Alfa ended. —D. G. Van Way, JO2, USN

Come Alive

Some phantoms are good phantoms. Like the refrigerated truck, dubbed the Phantom Reefer, which plies the area around U.S. Naval Support Activity, Da Nang, every day. Its mission—relief for toiling, thirsty Americans.

Everywhere in the Da Nang area the Phantom Reefer comes upon servicemen working. Then, it stops, opens wide its doors, and with a blast of cold air, gives away free soda to all.

The Phantom Reefer is an innovation of the Special Services Office at NavSuppAct Da Nang. Since many of the servicemen in the Da Nang area work where no cold drinks are



PASS THE AMMUNITION—Crewmen of USS *White River* (LSMR 536) load ship's guns. Ship operates close to shore, making flak jackets necessary.

available (docks, warehouses, construction sites, air bases, etc.) the truck drives around all day, delivering its welcome refreshment to those who need it.

Once the reefer came upon a Marine patrol just as it was emerging from the jungle after a long, dusty patrol. It stopped and delivered cold soda to the amazed, but grateful, Marines.

The Phantom Reefer drives 35 to 40 miles each day and gives away 165 cases of soda each week.

Seventh Fleet Has Grown

The largest numbered fleet is bigger than ever. In the two years since the first air strikes against targets in North Vietnam were launched, the U. S. Seventh Fleet has grown considerably.

On 1 Aug 1964, the destroyer *uss Maddox* (DD 731), on a routine patrol in the Gulf of Tonkin, was attacked by North Vietnamese PT boats. Four days later the first air strikes against North Vietnam were launched from the attack carriers *uss Constellation* (CVA 64) and *Ticonderoga* (CVA 14). The targets were bases harboring the North Vietnamese PT boats and the fuel dumps which supplied them.

These air attacks were the first large-scale Navy combat activity in Vietnam. Before the *Maddox* incident, the main area of involvement for the Seventh Fleet had been the Formosa Strait, between Taiwan and mainland China. But now the emphasis shifted south to the Tonkin Gulf and the South China Sea.

By February 1965 three attack

carriers—*uss Coral Sea* (CVA 43) *Ranger* (CVA 61), and *Hancock* (CVA 19)—were on station in the South China Sea. Aircraft from their flight decks struck the Dong Hoi military barracks, one of the prime staging areas for infiltration of troops and material into South Vietnam. The air strikes continued.

In March 1965, Seventh Fleet Marines, 4000 strong, waded ashore at Da Nang to guard the airstrip being built there. Other landings brought Marine strength in Vietnam to 53,000 men.

Then a new task force was organized and Operation Market Time began. Its job has been to stop the infiltration of supplies and men by sea. Destroyer escorts, Coast Guard cutters, minesweepers, *Swift* boats, and Vietnamese Navy junks are the surface force of Market Time. Patrolling the air are P2 *Neptune*, P5 *Marlin*, and P3 *Orion* aircraft. Military experts believe that Market Time has cut heavily into infiltration by sea.

In May 1965, the first Seabee battalion landed at Chu Lai, a coastal city south of Da Nang. There are now more than 4500 Seabees in South Vietnam, constructing everything from runways to schools.

Then came gunfire support. On 20 May 1965, the destroyer *uss Hamner* (DD 718) became the first ship to bombard Viet Cong coastal positions. Now, Seventh Fleet ships range along the coast, ready to support amphibious landings, repel VC attacks, and bombard known VC storage, supply, and camp areas. Since the ships can accurately hit



SEABEES GO NATIVE and use Vietnamese style thatched roof as MCB Three finishes up a hospital support facility building for forward area Marines.

targets as much as 15 miles inland, VC activity along the South Vietnamese coast has been greatly hampered.

The one Navy activity which was going on before the *Maddox* incident has not changed much. Naval advisors are still spread out all over South Vietnam. In the Mekong Delta, they ride with the River Assault Groups, hunting out Viet Cong along the thousands of waterways and canals. Elsewhere, you can find them building junks in the Saigon naval shipyard, and riding Vietnamese junks engaged in Operation Market Time, among other things.

The Navy also plays a large part in Search and Rescue operations. Pilots whose planes are shot up over North Vietnam invariably head for the Tonkin Gulf. If the pilot can make it to sea before he ditches, he is almost sure to be rescued. Downed pilots are usually picked up by heli-

copters or seaplanes, while attack aircraft stand by to discourage enemy attempts at capture.

When *Maddox* was attacked, the Seventh Fleet had 125 ships, 450 aircraft and 64,000 Navymen and Marines. Now two years later, there are 50 more ships, 150 more aircraft, and 15,000 more Navymen and Marines at sea.

It's been a big two years for the Seventh Fleet.

First 40 Miles, No Charge

One hundred and thirteen Vietnamese civilians, fleeing the Viet Cong, were rescued from their near-sinking junks recently by a U.S. Navy *Swift* boat and a Vietnamese Navy junk.

Five overloaded junks were sighted north of Qui Nhon, and most of the 65 refugees embarked were removed from the junks and transferred to the Navy boats. The *Swift*

towed the junks 40 miles to the refugee camp at Qui Nhon.

Sight of the unusual junk had prompted U.S. Navy Lieutenant J. S. Ibach, senior advisor to Vietnamese Coastal Group 21, to investigate, and subsequently begin rescue efforts.

He found that the 20-foot junks were heavily loaded with men, women and children, plus their personal belongings.

The junks were barely seaworthy under such a load and with the weather worsening, the exodus promised disaster.

The junk force men took the women and children aboard their large command junk, and furnished them what food and water they had available.

When questioned, the refugees said they were from Xuan Phung, and that an additional five junks similarly loaded were also en route. *Swift* Boat 63 rendezvoused with the command junk, loaded 42 refugees aboard with most of their personal belongings, and took the five junks in tow.

Making barely five knots and bucking heavy seas, the PCF arrived at the refugee camp a long eight hours later.

For the PCF crew it was a busy day.

They worked continually for the comfort and safety of the people and junks in their charge. Throughout the trip milk, food and water were dispensed.

When they arrived at Qui Nhon, the tired refugees were turned over to Vietnamese Navy Coastal Group 22 for further processing into the refugee camp.

Lieutenant Ibach and Petty Officer First Class A. E. Taylor, enlisted advisor to Coastal Group 21, arrived at the camp later that evening with the other five junks, and another 48 refugees.

Their Appointed Rounds

Like all men engaged in combat duty, crewmen aboard *uss Constellation* (CVA 64) presently operating off the coast of Vietnam, love to hear "Mail Call" passed.

To some it could mean a letter from San Diego, or a box of cookies from Chicago, and to another a newspaper from Berkshire, N. Y.

But for the 11 postal clerks who run the carrier's post office, it is only a small part of the job of keeping the mail going between *Constellation*, other ships in the South China

MAKING THE ROUNDS—Craft of the Vietnamese junk force patrols Cam Ranh Bay harbor. U. S. Navy advisors often work aboard these native-type boats.



Sea, and the folks back home.

Two to three thousand pounds of mail are flown aboard the ship on an average day. About half the mail is packages and the other half letters. The office handles almost 32,000 letters a day, with about half of them going to other ships in company with *Constellation*.

When the mail arrives on board, the clerks hurry to get it off the deck so the other planes can go back to their operations. The mail destined for other ships is locked in a room to await the arrival of the ship in the operating area.

Mail is kept for 20 to 30 ships, ranging from submarines to other carriers. It is transferred by helicopter or highline when the ship is near.

The remainder is carried to the *Constellation* post office to be sorted. Arrival slips are prepared for registered letters and insured packages. When all items are ready to be picked up by division mail orderlies, "Mail Call" is announced.

Even while the mail is being sorted, two other men have been selling money orders and stamps and helping postal patrons who wish to send packages.

Constellation also serves as a routing office, and receives mail from other ships to pass on, usually surface shipments consisting of parcel post packages, newspapers and magazines.

Getting the mail off the ship is just as important as getting it on. *Constellation* personnel alone sent 65,000 pounds of mail from the ship in a two-and-a-half-month period.

The postal clerks pick up mail three times a day from 16 boxes located throughout the ship. This haul is added to the packages and letters collected at the post office and the mail from the other ships and it is sent off, usually daily.

Despite the tempo of operations off the coast of Vietnam, there is time for a personal touch in handling the mail. Two months ago a birthday cake from Chula Vista, Calif., arrived for a *Constellation* crewman with nary a crumb or corner out of place. The cake had been shipped with a see-through plastic cover, and apparently received tender care by everyone along the mail route.

—Tony Boom, JO2, USN

Mark Breaches the Bassac

The light cargo ship *uss Mark* (AKL 12) is a pioneer. The 900-ton

ship was the first cargo carrier to negotiate the 47-mile run down the Bassac river from Can Tho into the South China Sea in approximately 10 years.

Until now, a combination of Viet Cong pressure and long-lost navigational aids has prevented anything larger than patrol craft from making the trip.

The success of *Mark's* voyage means that resupply ships soon may no longer have to retrace their steps up the Bassac and out the Mekong River, a trip of about 160 miles and two days.

Lieutenant Francis Sanderlin, *Mark's* skipper, who navigated the changed and forgotten channels, reported sufficient water at all times under his 10-foot-draft ship to insure the passage of other type ships operating on the river routes.

A Vietnamese LSIL patrol craft led *Mark* part way through the sandbars and mud flats to open water and from there she felt her way to sea.

"Mostly Instinctive"

Navy Petty Officer Second Class Alton R. Gunter has been awarded the Silver Star Medal for heroic action. The presentation was made by Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces, Vietnam, in ceremonies at Qui Nhon, South Vietnam, 120 miles south of Da Nang.

The Silver Star was awarded for Gunter's bravery in action while on patrol aboard Navy *Swift* boat 26, on the Dong Tranh River, 17 miles southeast of Saigon, in the Rung Sat Special Zone.

Trapped by a sudden Viet Cong ambush, the 26 was caught in a heavy crossfire from enemy .30-caliber machine guns and small arms. In the first burst of gunfire, Gunter was severely wounded.



BRAVE MAN—Petty Officer Second Class Alton R. Gunter, USN receives the Silver Star for heroic action while on jungle patrol in Rung Sat area.

Though wounded, he again exposed himself to heavy enemy fire to man a .50-caliber machine gun.

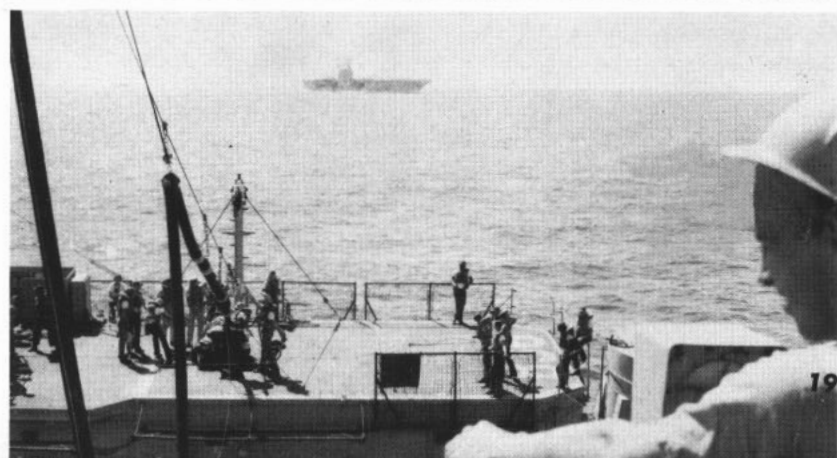
He emptied his machine gun into enemy positions, then manned the boat's 81mm mortar and fired shells at the Viet Cong on both sides of the river.

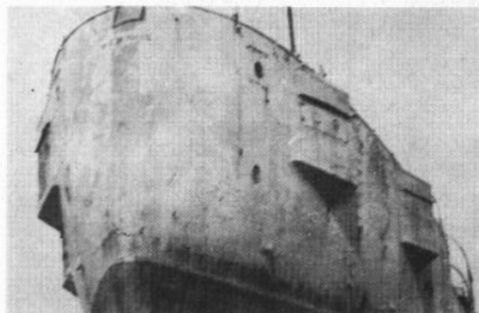
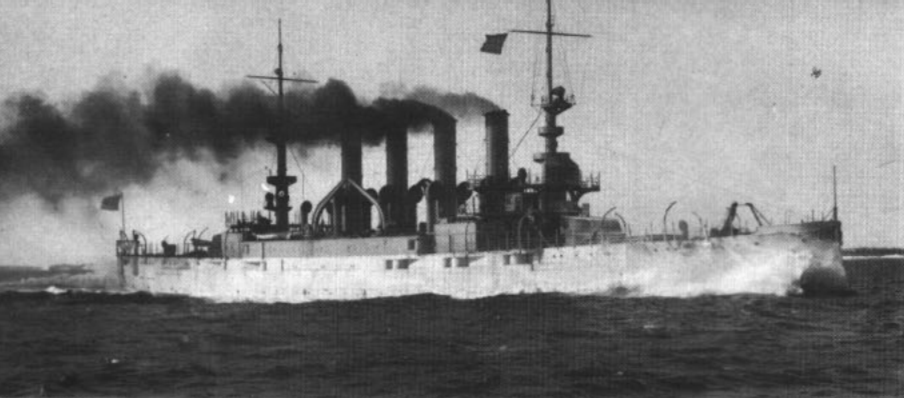
He continued firing until the enemy was forced to break off the attack and his boat was free of the ambush area.

When asked about his action, Gunter replied, "With all that stuff coming at you, you've got to do something. I didn't have much choice. What I did was mostly instinctive."

"I was so scared," he recalled, "I don't even remember reloading."

OFFSHORE ACTION—USS *Guadalupe* (AO 32) refuels USS *George K. McKenzie* (DD 836) as USS *Ranger* (CVA 61) planes leave for North Vietnam.





USS Memphis (shown here as USS Tennessee) cruises Atlantic. Rt: Memphis after tidal wave.

CREWS MUSTER AGAIN

Fifty Years Later

SIR: I have noticed that, in all the years you have been carrying announcements of reunions, no one has ever reported what actually happened at one. I would like to rectify that omission and tell you of the events of the reunion of the USS *Memphis* and *Castine* survivors.

We held our 50th anniversary reunion in Cleveland, Ohio, August 27 to August 30.

On Saturday evening August 27, an early-bird dinner was held with survivors of *Castine* providing the program for the evening's activities. The *Castine* survivors have always joined with us in our reunions. (Their ship was anchored inshore to us on that fateful day of 29 Aug 1916, and many of us on *Memphis* were sure that she was going to founder in the heavy seas, not knowing that we ourselves were in greater danger. Although badly damaged, she did manage to up anchor and get under way. We didn't.)

On Sunday, everyone attending the reunion was invited to visit the NASA laboratory in Cleveland, where a former shipmate, Dr. Edward R. Sharp, had been the director. At the time we knew him, Dr. Sharp was a carpenter's mate on board *Castine*. From there, he went on to become a famous scientist.

On Sunday evening, Chaplain W. Angus Wiggins gave a memorial service honoring those from both *Memphis* and *Castine* who lost their lives during the disaster. It was attended by almost everyone who came to the reunion.

Business meeting was held on Monday in the morning. Reports of committees were read and approved; election of officers took place, and

all present officers were reelected.

At noon a luncheon was held, during which a speech was made by Captain Edward L. Beach, USN. (Besides being a famed submariner, he is the author of three earlier books and has written another concerning *Memphis*.) As you may recall, his father was commanding officer of *Memphis* when she was lost.

Monday evening the banquet was held at which speeches were made, congratulatory messages from the Chief of Naval Operations and Secretary of the Navy were read, and we were entertained by a magician.

I doubt if every reunion receives messages of congratulation from CNO and Secnav, but aside from that, I guess up to this point the general outline of this reunion would not vary greatly from most.

At this point, however, something new was added; new even for us. It was the flag ceremony, in which the flag which flew from the after

mast of *Memphis* when she met disaster, was turned over to the Navy Museum in Washington.

To understand what this means to us, I'll have to give you some of the details.

This flag was retrieved on the morning of 30 Aug 1916 by Quartermaster Third Class Vince Peltier, USN. He placed it on the engine-room hatch to dry, where it was later picked up by Fireman Second Class Stanley Moran. He kept it until early 1959, when he sent it to me.

I didn't quite know what to do with it, but it seemed appropriate to send it on to Ship's Writer Sam Worth, who lived in Philadelphia at that time.

In early 1960, CAPT Beach made an urgent request that the flag be sent to him, but he could not then tell Sam why he needed it so badly. However, since CAPT Beach was the son of our former skipper, we all agreed that he could do no wrong and sent it to him.

We were glad we did when we heard later why he wanted that particular flag. CAPT Beach was commanding officer of USS *Triton* (SSN 586) when she circumnavigated the globe. When *Triton* surfaced after being submerged for 83 days, she was flying this flag, which originally came from his father's ship, *Memphis*.

Rear Admiral E. M. Eller, USN, Director of Naval History, in Washington, D. C., had suggested that the flag's final repository should be the Navy Museum and all hands concerned agreed.

As a result, it was formally turned over to the museum Monday evening at the anniversary banquet.

Flag of USS *Memphis* is presented to CAPT James W. Cartee for the U. S. Navy Museum in Washington, D. C.



So that was what one reunion was like.—L. B. Kidwell

• Since it was impossible to join you in your reunion, your description of the event was the next best thing.

For those who are not as familiar as Mr. Kidwell with the career and end of Memphis, and Castine, here's the story:

First of all, the Memphis we're talking about was only so named for a relatively short period. She began life as USS Tennessee (armored cruiser No. 10, not to be confused with BB 43).

Commissioned in 1906, she was quite a formidable ship for her time. Her normal displacement was 14,500 tons and she had a speed of slightly more than 22 knots. She carried four 10-inch guns, 16 six-inch guns, and 22 three-inch guns.

According to her official ship's history, she spent most of her time with the Atlantic Fleet.

In 1916, she was flagship of the Cruiser Force in the West Indies.

On 29 Aug 1916, while lying off the city of Santo Domingo, she was driven ashore by a tidal wave and completely wrecked.

Considerably more detail is given by CAPT Beach in Triton's log, of which we quoted excerpts in the September 1960 issue of ALL HANDS. Here are the relevant details:

"As Triton enters the Thames River en route to her berth in New London, we shall man the rail in traditional Navy style. Flying from our highest periscope will be a rather old and slightly weatherbeaten set of colors, and thereby hangs a very personal story which must now be told.

"In 1916 my father was commanding officer of the armored cruiser Memphis (ex-Tennessee which, he used to say, was the most responsive ship, the best trained and the easiest handled, of any he had ever served in. On 29 August of that year, lying at anchor in the harbor of Santo Domingo (now known as



Memphis vets at 50th anniversary reunion pose for photo.
Below: Speakers' table from left and right.



Ciudad Trujillo) of the Dominican Republic, father noticed a heavy surf commencing to make up along the shore.

"A look to seaward brought him up with a start, and he ordered that the ship be made immediately ready to go to sea. Hurriedly he sent a message directing the ship's baseball team, then due to return from practice, to stay ashore. Two of the three boats received the message and did indeed wait, but the third either did not see the signal or failed to understand it, for on it came.

"Forty minutes later, a tidal wave swept completely over Memphis, swamped the bridge, inundated the entire topsides of the ship. Memphis had almost, but not quite, got steam to her engines. Her anchor chains (all three anchors, in desperation, were down) stretched, then snapped; she was swept from her berth, and within half an hour she crashed ashore in 12 feet of water.

"Father survived the catastrophe, although a number of people who were standing on the bridge with him were swept overboard and lost. Several were killed by flying debris below decks, or by burst steam lines, and he watched helplessly as the boat with the baseball party rolled over and over in the gigantic surf.

"When Triton enters the Thames River 11 May next, the ensign that

flew over Memphis on that disastrous day will be flying once again, probably for the last time, over a U.S. man-of-war."

To quote from Chief Engineman R.R. Myers, USN (Ret), in the February 1961 issue of ALL HANDS:

"At the time the tidal wave disturbance was first noticed, Castine was lying at anchor inshore of Memphis. While Memphis was dragging her anchors and trying desperately to build up a head of steam, little Castine—204 feet in length and grossing 1177 tons—was battling her way to the open sea and safety.

"At times the seas completely enveloped the ship, and she was entirely lost from view.

"Three crewmen were lost in the struggle. All her boats were carried away. Her radio antenna went by the board. The force of the waves denuded her upper decks, sweeping all deck gear to sea. Castine shipped tons of water, and her lower decks became flooded. But she did survive."

Now you know why they call it the reunion of the survivors of Memphis and Castine.

For years the crews of these ships have met together in an annual reunion, to renew old friendships and maintain ties with the sea service. Long may they continue.—Ed.

Members of salvage crew from USS New Hampshire shown aboard Memphis and in nearby jungle.



Batmen & Racquet Squad

FOUR FOR FIVE — that is a catchy phrase for SubFlotOne softball players.

By winning four of their five games in the 1966 All-Navy Championships at Long Beach, the Dolphins won their fourth title in five tries. But they had to come from behind to do it.

In the first round of play, SubFlotOne edged Barber's Point NAS, 5-4. PhibLant opened their tournament play by coasting to an easy win over NAS Patuxent River, 7-2.

Then favored SubFlotOne suffered its only defeat in a second round upset by PhibLant, 2-0, in extra innings.

Barber's Point moved ahead in the losers' bracket by knocking Patuxent River out of the double-elimination tournament by a score of 2-1. Jim Lee was the winning pitcher.

The SubFlotOne defeat by PhibLant put the Dolphins into the losers' bracket with Barber's Point, while the Gators got a day's rest awaiting the outcome of the losers' game.

In the third round game, Barber's Point struggled to no avail and was overcome by strong SubFlotOne

hitting and Jim Cheesman's no-hitter as the Dolphins moved into the finals, 7-0.

At that point PhibLant needed only one win to end the tournament. SubFlotOne needed two against the Gators to overcome their upset deficit.

Jim Cheesman went to the mound for the second game in a row, opposed by John Caynor of the Gators, who was largely responsible for the Dolphins loss. It was Cheesman's day, as he yielded three scattered singles and one run to the Gators.

Dave Baker homered for the Dolphins and George Giles, Most Valuable Player in the 1965 All-Navy, hit two for three and scored a run to help the Dolphin cause.

The tournament trail was now even, with one loss each for the teams, necessitating a playoff.

In the final game, Ted Brown, who had lost the first Dolphin-Gator game, went to the mound and avenged the defeat by pitching another three-hitter to go with Cheesman's semifinal performance.

Brown coasted to victory atop a mountain of hits and six runs by his teammates to end the tourney.

The big hitter for the winners was catcher Jesse Vail, who posted a .555 batting average for the five games. Vail was given a trophy for the feat, and was also elected the team's Most Valuable Player for 1966.

The title made three in a row and the fourth in five years for the COM-SUBFLOTONE team, who played in the 1962-63-64 tournaments under the sponsorship of USS *Sperry* (AS 12), before changing the banner to SubFlotOne.

The next stop for the Dolphins was Indianapolis, Ind., and the National Fast Pitch Tournament.

National Tournament

The SubFlotOne Dolphins, fresh from their victory at the All-Navy Championships, placed higher than any other Navy team in history in the National meet. Final figures had them in seventh place with a 4-2 record in the double-elimination tournament, but the Dolphins actually played more games than all but one of the other 19 teams entered.

Five Navymen were chosen for the two tournament All-Star teams and three men placed among the top 20 batters.

Jim Cheesman pitched a one-hitter to lead the way to victory over Seattle, 2-0, in the Navy's first game of the tourney.

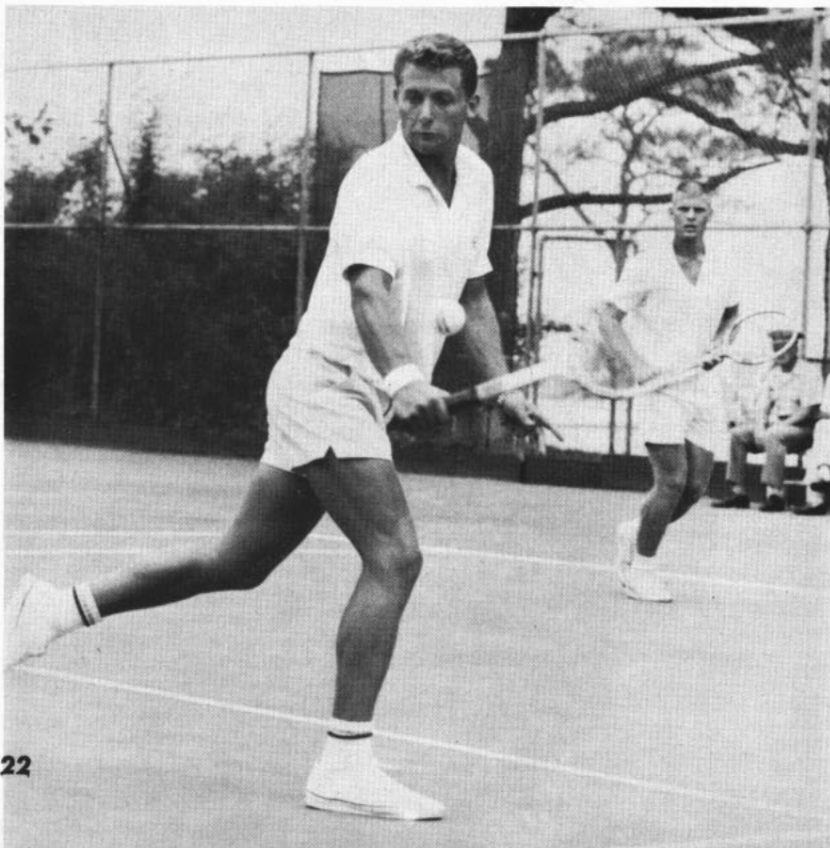
The following day the sailors could muster only two hits, including a home run over the right center-field fence by big Al Clark, as they lost to the Dallas Texans, 6-1, to enter the losers' bracket.

Cheesman gave up six hits and four runs in the Navy's next game, but the sailors pounded out 17 hits against Spartansburg, S. C., to win by a score of 15-4 and set a tournament record for the most runs scored in a National Tournament game. Al Clark also hit his second homer of the meet.

With Cheesman again on the mound, the Navymen went 10 innings with the Lakewood Chiefs before winning, 1-0. Cheesman pitched a no-hitter, only to miss the perfect game on an error.

The Navymen played a rout against Englewood, Colo., in their next game, winning by a lopsided 10-0. Al Clark hit a long blast over

BIG HIT—Bailey Brown makes backhand shot while doubles teammate Mike Royer watches. The pair won East Coast Open title. Brown also won singles.





SOFTBALL CHAMPS—SubFlotOne won fourth All-Navy title in five years.

the center field fence with two on for his third homer of the tournament, just one off the record set in 1935.

The Dolphins got 13 hits in the game against two for Englewood.

Providence, R. I., which eventually finished second in the tournament, then put the Navymen out of commission with a 4-2 victory.

When the tournament laurels were handed out, five Navymen were picked for the two tournament All-Star teams. Ted Brown and Jim Cheesman, who alternated at first base when they weren't pitching, were picked for first team honors as first baseman and pitcher, respectively. Al Clark, who was augmented to the Navy team after the All-Navy tournament, was one of the outfielders chosen for the first team.

Second team honors went to Dave Baker, the Dolphin second baseman, and George Giles, Navy's hard-hitting third baseman.

The Navy also placed three hitters in the top 20 according to batting averages. Giles was fourth with a .429, Ted Brown was sixth with a .409 and right fielder Dave Lange was 14th with a .333 average. These three men accounted for 14 Navy runs during the tournament.

Navy Tennis Champs

Bailey Brown, ComSix, and Tom Somerville, Com11, emerged as the 1966 East and West Coast Navy Tennis Champions in tournaments held at Newport, R. I., and Alameda, Calif.

The All-Navy Tennis meet, which

was slated for Alameda, was canceled due to the airline strike.

Brown, currently the fourth-ranked player in the Eastern Lawn Tennis Association, won the East Coast Open Singles title without losing a set in his four matches.

Brown disposed of John Bianco, Spencer Quill and All-Navy regular Nelson Harris on his way to the finals. In the title match, Brown outclassed Don Thorne, ComFive, in straight sets of 6-0, 6-0, 6-1.

Thorne had gained his berth in the finals by upsetting defending champ Tom Haney in the semifinals, 6-3, 5-7, 6-3, 6-3.

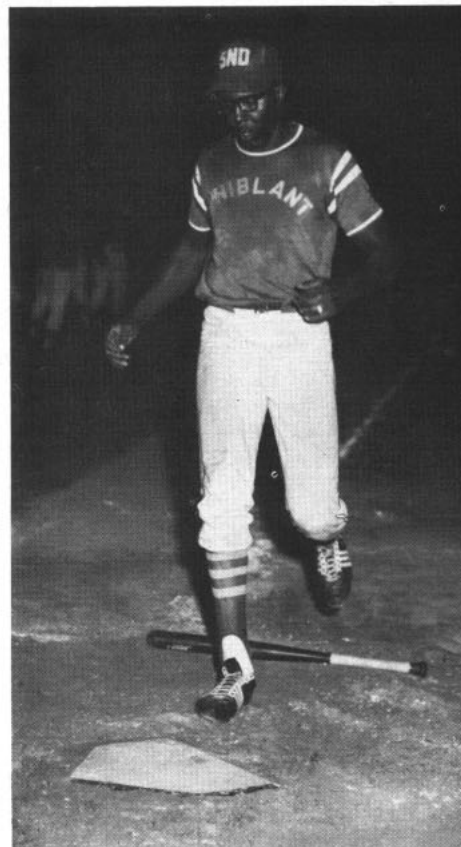
In Open Doubles competition, Brown teamed with Mike Royer to get a share of a second title. The pair defeated Don Thorne and Dick Williams, NDW, in sets of 6-4, 7-5, for the doubles crown.

The Senior Division was won by Leon Wilson, ComSix, who beat Bill Foulkes, NDW, in straight sets, 6-3, 6-0.

Both Wilson and Foulkes are former champions. Foulkes was the Senior champ in 1959, 1960 and 1963. Wilson was Senior titlist in 1961.

The first three places in the Women's Division were taken by Newport tennis players. Helen Sadowski defeated Rimp Horn 6-0, 3-6, 6-4 to take the title. Third place was won by 1965 semifinalist Margaret "Meg" Cozad, who defeated Jo Hoy, the lone ComNine holdout, in sets of 6-4 and 7-5.

In the West Coast tournament, Somerville defeated Ron Beaubien, Com14, in sets of 6-4, 3-6, 6-3, 6-3,



ANOTHER ROUND—Al Clark takes last step toward home plate in District softball game. Clark hit three for Navy team in National Championship.

for the Open Division title.

Beaubien teamed with Jim Shields, Com11, to defeat William J. Dawson and Dave Moffett for the Open Doubles crown, in sets of 6-2, 4-6, 6-2.

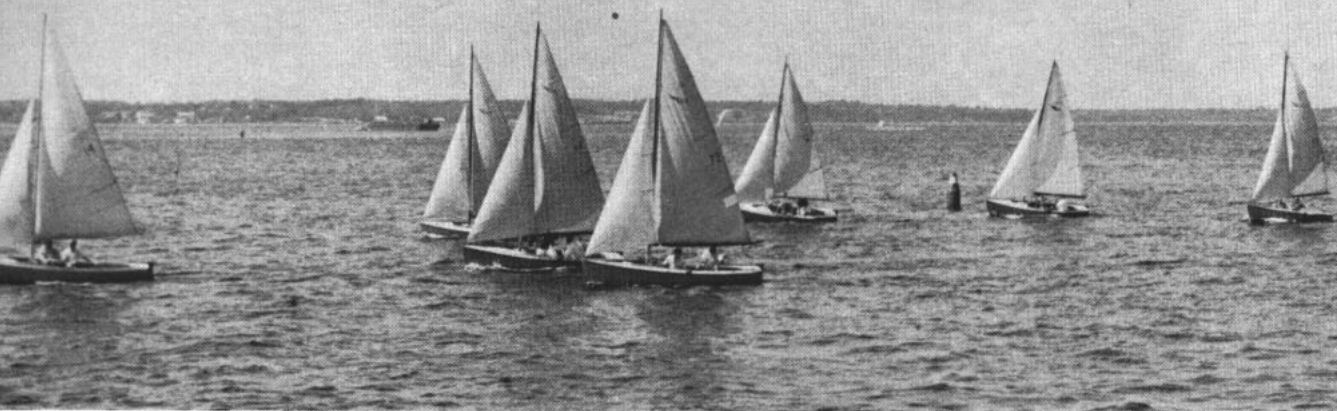
Burton Smith, Com12, swept the Senior Division with a win in the singles competition and a share of the doubles title. Smith defeated doubles teammate Dick Williams, Com12, in straight sets, 6-1, 6-4. He then teamed with Williams to beat Harold Norton, Com11, and Angy James, Com12, with a pair of 6-2 sets.

Pat Busby, the 1965 runner-up, put down opponent Lena Hartshorn without losing so much as a game, 6-0, 6-0.

Busby then teamed with Shirley Cordes, Com12, to defeat Hartshorn and partner Jean Defessa, Com13, in straight sets for the doubles title.

Since 1964, Busby has won the singles title, had a share of two doubles titles and has been a runner-up in both singles and doubles competition. —Kelly Gilbert, JO2, USN

NAVY WORLD OF SPORTS



SAILING SAILORS—Airlant won Atlantic Fleet Sailing Championships at Newport, R. I., by one-half point over the second-place PhibLant boaters. Six Atlantic commands were represented. Defending champs of CruDesLant were third.



TOP SHOOTERS—CAPT Ace Johnson shows off golf trophy; record-setter Donald Vaughn cleans rifle; LCDR Nancy Hollenbeck shows winning form. Below: Karen Bingen shot way to President's Hundred; Mike Nolte won Marine Cup.



OPERATION JACK STAY

SEVERAL TIMES daily a group of small, wooden-hulled U. S. Navy Minesweeping Boats (MSBs) sweep the Long Tao River and the Saigon harbor area, where ships are unloading cargoes destined for Free World military forces in the Republic of Vietnam.

The boats comprise Mine Squadron 11's Detachment Alpha, which moved from Da Nang to the Nha Be naval base last March to participate in Operation Jack Stay. Their mission is to keep the 45-mile-long Long Tao channel free of mines.

It is through the Long Tao channel that the bulk of supplies reaches Saigon. The river, which winds through the heart of the Rung Sat Special Zone, a long-time Viet Cong haven, is the major deep water channel connecting the Port of Saigon with the South China Sea.

A number of the boats are committed to a daily sweeping; one of them stands by on alert to assist in any maritime emergency.

Between conducting the daily sweeps and maintaining the boat at peak efficiency, the MSB's seven-man crew puts in a long and demanding day. Sweeps of the river last as long as 10 hours, with constant maintenance work required before and after each sweep. And there is always the danger of Viet Cong snipers on the river banks.

The boats, working in pairs, sweep with equipment designed to cut the detonator wires of remote-detonated mines planted in the river channel. MSBs also sweep for moored mines which could be anchored to the river bottom.

One such boat is MSB 17. Accord-

ing to Chief Petty Officer Herman J. Carter, who is the boat's skipper, minesweeping is a constant and demanding task.

Although the MSB sailors have no positive way of knowing when they have prevented the sinking of a ship, mines of the types for which the MSBs sweep the river have been found in the Rung Sat Special Zone along the river banks and at Viet Cong base camps.

Most mechanical devices are subject to breakdown, and minesweeping equipment is no exception. However, the Vietnam-based crews are ready to cope with the problems that they encounter, as they proved recently during a sweep of the Long Tao.

Two hours after leaving Nha Be, MSB 17's sweep wire broke, setting a metal float free and causing the depressor, which keeps the sweep wire at the same depth at both ends, to drag behind the boat.

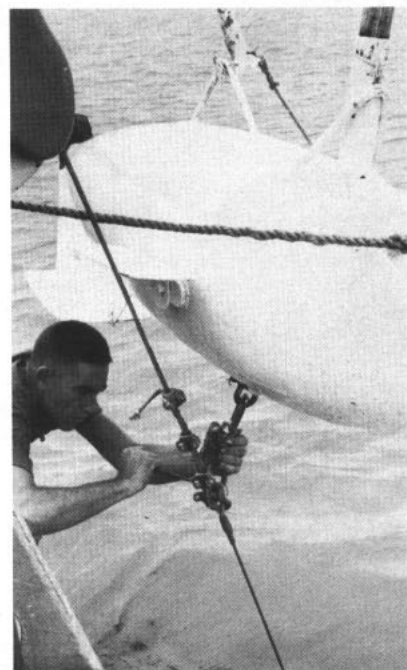
Word was passed to the bridge. Chief Carter ordered all engines stopped and began recovery procedures.

Once the depressor and sweep wire were pulled aboard, MSB 17 turned back up the river to retrieve the lost float.

When equipment is temporarily lost, small unswept sections of the river exist. These spots are covered by the next pass through the area. No part of the river remains unswept when the workday ends.

It is then that the sailors of Detachment Alpha return to their tents at Nha Be, satisfied that their job is done—until tomorrow.

—Thomas L. Rainwater, JO1, USN

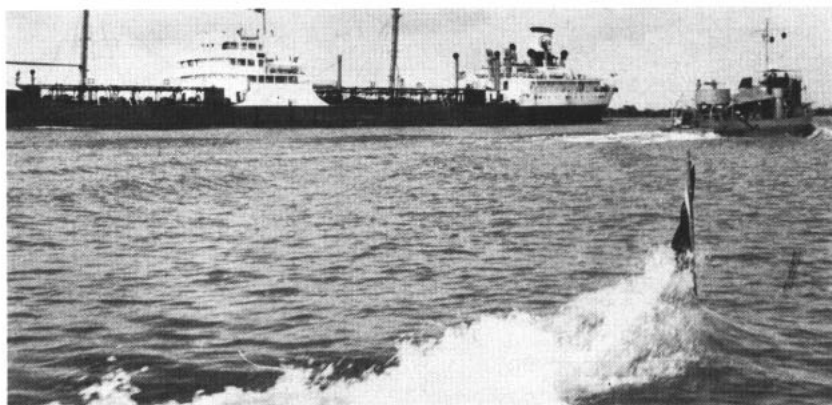


FIX-IT MAN—MSB sailor secures a float to sweep wire during operations. —Photos by L. R. Robinson, PH1, USN



DOWN YOU GO—MSB crewmen prepare for minesweeping operation.

MINESWEEPING equipment trails MSB as it passes tanker in Long Tao channel.



LETTERS TO THE EDITOR

Seniority Again

SIR: I have a question regarding enlisted seniority which involves two men recently advanced to first class petty officer.

The first man, tested in August 1965, was promoted in April 1966.

The second man, who participated in the February 1966 exams, was to be rated the following May, but instead, his advancement date was changed to 16 April, the same date the first man was advanced.

The second man was second class for 10 years, whereas the first man spent just two and a half years in that grade.

Officially, which one is senior?—S. M., BM1, USN.

• We can only answer your question by first asking one: are these men in the same rating?

Let's assume that they are—say—BM1s.

This being the case, the second man is senior in all military and non-military matters. This is based on his longevity in service as well as his greater amount of time as a second class petty officer.

On the other hand, if the first man is a BM1 and the second man is a TM1, for instance, the TM1 is second in seniority when it comes to military matters. This is governed by the enlisted personnel precedence list contained in "BuPers Manual" (Article C-2103) which places all ratings below boatswain's mate.

However, this list does not dictate seniority, or precedence (if you prefer) regarding non-military matters. Thus, the TM1 is senior in these functions because of: (1) his length of continuous service; and (2) his time in pay grade E-5.

On the basis of this information, it would seem only you know the true answer.—Ed.

Unit Insignia

SIR: Since submariners and aviators are authorized to wear dolphin and wing insignia, I would like to recommend that personnel of other type commands be authorized to wear insignia identifiable with their units.

For instance, men of the amphibious force could wear alligator insignia on their uniforms.—J. V. R., RM3, USN.

• We followed through on your suggestion with a visit to the Uniform Policy Board.

They inform us that the right shoulder unit identification badge (or patch), which came into existence a few

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

years back, was designed as a means of identifying Navy men with their units, usually seagoing.

Also, these patches are compatible with the Navy's policy of keeping the uniform smart, traditionally conservative, and neat.

The submariners and aviators of whom you speak are authorized to wear dolphins and wings because they have distinguished themselves by completing rigorous, extensive and highly technical phases of training within their particular specialties.

Any extension of this policy, the Board fears, would tend to create a cluttered appearance should a variety of insignia become part of the uniform.—Ed.

Rotation for Master and Senior Chiefs

SIR: Before Senior and Master CPOs were withdrawn from the Seavey/Shorvey rotation program, those on overseas shore duty were building credit toward CONUS shore placement. What has happened to that credit? Will it be counted when E-8 and E-9 individuals are considered for rotation ashore?

I understand the overseas shore duty credit earned by pay grades E-7 and below is counted when they are considered for assignment to redesignated preferred overseas shore activities.

Also, why not make a list available of E-8 and E-9 billets? Or better yet, publish a Master/Senior Directory containing name, rating, duty assignment, ship or station addresses, and the month each man reported on board. This

Chief's Mess Is for CPOs

SIR: Is it proper for a commissioned officer who holds a permanent appointment to chief petty officer to use CPO mess privileges without being accompanied by a CPO sponsor?—D. G., YN2, USN.

• Under normal circumstances, a commissioned officer shouldn't use the CPO mess unless he is the guest of a chief petty officer, permanent appointment notwithstanding.—Ed.

would certainly aid our top CPOs in filling out preference cards.

As it stands today, filling out one of these cards without any current information available is like fishing—a hit-or-miss affair.—B. L. L., YNCS, USN.

• Today, all E-8 and E-9 chief petty officers' billets, both ashore and at sea, are filled upon the basis of past duty assignments, individual desires and where the need is greatest.

In reviewing past duty assignments, the BuPers detailer considers three major elements—location of previous assignments, frequency and length of deployments, and how demanding requirements were in certain billets.

So, as you can see, whatever the past duty was titled (sea, shore, overseas, preferred, or what have you), it has no true bearing on the next assignment, nor does any previously earned credit.

In answer to your suggestion of making available a list of E-8 and E-9 billets, such a list is being prepared for publication which will include billets for all enlisted pay grades.

However, preparing an exclusive Master/Senior locator directory, such as you have in mind, wouldn't be practical at this time. With about 14,000 E-8s and E-9s in the Navy, many of whom are moving all the time, any directory would have to be updated as frequently as the Bureau's master tape.—Ed.

Auto Financing

SIR: In the July issue of ALL HANDS, you said that additional information concerning credit union financing for buying automobiles is available through local Navy Exchanges.

Since I'm on duty in an overseas area where there is no Exchange, where may I find further information on these credit union loans?—C. G., CS1, USN.

• Sorry that we failed to include the "where" in our original statement.

You may receive complete information by writing to the Navy Federal Credit Union, Main Navy Building, Washington, D. C. 20360. Ask for their pamphlet "Pertinent Facts About Navy Federal Credit Union."

In respect to overseas auto financing: In brief, any person who is eligible to join the Navy Federal Credit Union, and who is on duty in a foreign country, may apply to NFCU for membership and financing of a new car purchased overseas.

The agreement between the Navy Ship's Store Office and NFCU is designed to encourage the sale of U.S.-made autos and to provide the maximum sav-

ings and protection for the military purchaser such as you.

In your specific case, as in other overseas areas where there are no Exchanges, or the Exchange does not have a new car sales office, purchases should be made through a reputable franchised dealer and application for membership and financing made directly to NFCU.—Ed.

Repeat for Instructors

SIR: I have been told many times than an ex-instructor who has been at sea for one year can request instructor duty again.

I have looked in many locations for such a directive, but so far I haven't come up with it. Is there such an Instruction? If not, how can I put in my request for this type of duty again?—R. T. C., EMC, USN.

• There's a very good reason why you can't find such an Instruction. There is none.

Only those men who are eligible for Seavey are assigned to instructor duty. You should request such duty on your rotation data card when you are eligible for Seavey.—Ed.

Reenlistment Incentives

SIR: I will be reenlisting for the first time shortly, and I have a couple of questions about what I am entitled to. First, a little background.

I have broken service, and two six-month extensions on my present enlistment. I am on shore duty, and I would like to transfer to the West Coast. I have already received confirmation of my eligibility for the variable reenlistment bonus. Now for the questions.

Since it is my first reenlistment, can I get West Coast duty as a reenlistment incentive?

If I go ahead and serve out my two extensions, will this affect my VRB?—R. H. R., ST1, USN.

• No, you can't change coasts as a reenlistment incentive, as this applies only to personnel reenlisting after their initial Navy enlistment. By having broken service, you are in a subsequent, rather than an initial enlistment, and therefore ineligible for choice of duty as a reenlistment incentive.

Your two extensions will not affect the VRB eligibility, since they do not total the two years required for a regular reenlistment bonus. In other words, since this is still your first reenlistment bonus, you get the VRB.—Ed.

Right Arm Ratings

SIR: Were there ever any extra pay or allowances paid to right arm ratings, based on their right arm distinction and precedence?—J. D. T., MAC, USN.

• Strictly speaking, no. First of all, you would have to go back to June 1922 to find basic pay scales based on

ratings. At that time, ratings were classified in three groups—Seaman branch, Artificer branch, and Special branch. Each rating had its own pay scale.

While in general, the pay rates for the Seaman branch (right arm ratings) were a little higher than some of the Special branch and Artificer branch ratings, this was not true in all cases. Some of the Special branch and Artificer branch ratings received higher basic pay than several right arm ratings.

In the matter of allowances, it is true that special fees were paid for specific duties that would normally be performed by a specific rating. However, the extra money was paid for the duty being performed, and not because the man performing the duty was of a rating that fell into the "right arm" group.

Here are some of the special allowances paid to Navymen in 1916:

• Men who successfully completed a prescribed course of instruction for seaman gunner or petty officer were given a certificate which entitled them to receive \$2.20 extra per month.

• Qualified gun pointers received extra pay ranging from two to 10 dollars per month, according to the man's qualifications and the caliber of the gun. Assigned gun captains received a five-dollar monthly supplement.

• Coxswains detailed as coxswains of boats propelled by machinery, or as coxswain to commanders in chief, received an extra five dollars a month.

CAREER HIGHLIGHTS—New Chief Stewardsman James Young shows his new hat to RADM C. A. Blick with pride. Promotion culminated 23 years of service.



HEAT'S ON—Crewmember preheats an A5A Vigilante in nuclear aircraft carrier USS Enterprise (CVAN 65).

• In addition to their base pay, signalmen first class received \$3.00, signalmen second class \$2.00, and signalmen third class \$1.00 extra per month if they were regularly detailed as signalmen.

In 1922, a law was passed which did away with the different basic pay scales among petty officers of different ratings. That year, the pay per month of all chief petty officers became \$126



NEWEST PGM—USS Asheville (PGM 84) begins speed run during trials in Pacific.

(\$99, if it was an acting appointment). First class petty officers received \$84 a month, while second class petty officers got \$72. Third class petty officers received \$60 per month.

Among nonrated men, the rate of pay still varied greatly, according to the job being performed.—Ed.

Weiss Guys Are Targets

SIR: In a letter published in August, a USS Weiss (APD 135) crewmember claimed an anchoring record for his ship. Weiss dropped anchor 57 times during a deployment to WestPac.

Sorry, but USS Safeguard (ARS 25) claims that record. Safeguard anchored a total of 72 times between December 1965 and February 1966. During this period the ship conducted salvage operations and participated in Operation Double Eagle.—W. L. H., LTJG, USN.

SIR: USS Elkhorn (AOG 7) may hold no anchoring record, but we can challenge the Weiss claim. During one four-month period in the South China Sea Elkhorn moored 52 times and dropped anchor on 97 occasions.

What do the Weiss guys say to that?—B. J. B., PN2, USN.

● Probably not much. It would appear Elkhorn has the larger score, at least in respect to anchorings.

Larger, of course, is not necessarily largest. If past events are any indication, being shot down is a real danger for anyone who claims a first, a most or a biggest.—Ed.

Union Jack

SIR: When it comes to recruiting, we can usually answer the questions, but from time to time the local citizens

stump us with questions about naval history and customs. For instance, we were asked recently what is the origin of the Union Jack, what does it signify, and how is it used. What do you say?—J. C. G., ABF1, USN.

● The Union Jack is the union portion of the national ensign, signifying the union of the 50 states. It consists of 50 stars on a blue background, and it is always the same size as the union portion of the national ensign with which it is flown.

It flies from the jack staff from 0800 to sunset when the ship is not underway. Displayed elsewhere, it has other meanings:

● When flown from the bow of a boat, it means a diplomatic official of the U. S. is embarked to pay an official visit. It also signifies embarkation

Atf, Atf, Atf, Atf

SIR: Regarding the item in the July Letters to the Editor section about the correct spelling of Molala, one "L" more or less in a sister ship's name gives us little cause for concern. But it's rather disturbing to see you refer to Molala as an AFT rather than an ATF. A tip of the boo-boo to the guilty party—C. W. Roop, LT, USN.

● This certainly is a case of your catching us with our letters inverted—of that there can be no doubt. Our apologies for this typo. The guilty party has been assigned extra duty aft with the galley proofs. We shudder at the consequences if he had placed the "F" forward of the "AT."—Ed.

in a Navy boat of the naval governor of Guam or American Samoa when flown within the limits of his government.

● When flown from a yardarm, it designates that a general court-martial or court of inquiry is in session.

The origin of the term "Union Jack," like so many customs and usages of the sea, goes far back into naval history. We know we inherited it from the Royal Navy, but why that particular term is used is not known for certain.

One explanation is that the term dates back to 1606, when the English Cross of St George was combined in union with the Scottish Cross of St Andrew under King James. The king signed these documents in French as "Jacques," which came out "Jack" in English, and thus, Union Jack.

Another possibility is that, since the word "jack" once meant small, it simply meant a small flag. This explanation is backed up by the fact that King Charles II once issued a proclamation that ships of the Royal Navy fly the Union Flag as a "jack" at the bowsprit.—Ed.

Origin of the AM Rating

SIR: A question arose as to when my rating, Aviation Structures Mechanic (AM), was established. I think it came into being in 1948.

A friend of mine (to whom I have never lost an argument) says he saw the rating badge as far back as 1942. What does "ALL HANDS" say?—G. C. M., AMHC, USN.

● We are in no position to testify concerning what your friend saw back in 1942.

We can say that the rating was established by Bureau of Naval Personnel Circular Letter 40-47. Although the letter was dated 21 Feb 1947, it didn't become effective until 2 Apr 1948.

Your rating had two immediate predecessors. The first, Aviation Carpenter's Mate was established in 1921 when the Bureau of Naval Personnel was still called the Bureau of Navigation. It was followed in 1941 by the Aviation Metalsmith rating. This may have been the rating badge your friend saw.—Ed.

Seniority for Chiefs—Again

SIR: Perhaps you can help clarify the precedence ruling for chief petty officers as outlined in the BuPers Manual.

As an example, let's say a personnelman first class is advanced to E-7 on 16 Jun 1957, and a yeoman first class is advanced to E-7 on 16 Jun 1966.

Who has precedence?—R. G. W., PNC, USN.

● Would you believe—both?

There are two separate channels of seniority when CPOs are of different ratings, as in this case.

As a rule, the chief personnelman (because of time in grade) may go to

the head of the line but, under certain circumstances, there are times when the chief yeoman might be considered senior.

For instance, the chief personnelman would be senior in all non-military matters. He rates head-of-the-line privileges or the lead position in honorary functions by virtue of his greater time spent in the E-7 pay grade.

However, when strictly military matters are involved, the chief yeoman is considered senior even though he has less time in grade.

The YNC's military seniority is determined by the rating precedence list as shown in Article C-2103 of the "BuPers Manual." Since the yeoman rating is higher on the list than the personnelman rating, the YNC is senior—but ONLY when he is required to exercise military authority over persons in ratings below his.

The sole deviation from these rulings would arise if the chief personnelman has broken service. In this case, his seniority would be based on the date his current continuous service began, or from the time he reentered the Navy.

Seniority for chief petty officers of the same rating, say two E-7 yeomen, is determined by the date of their appointments, even if their appointments were to acting chief.

The precedence rulings which define each enlisted man's seniority are contained in Article C-2103.—Ed.

Six-Star Admiral

SIR: I recently had a discussion with some friends concerning six-star admirals. Has anyone ever held such a rank? —R. J. M., RD1, USN.

• It depends upon your interpretation.

No admiral in the United States Navy has been authorized by Congress to wear six stars. The maximum number of stars specified in legislation are the five designated for an Admiral of the Fleet.

You may have Dewey in mind. Congress voted Admiral George Dewey the rank of Admiral of the Navy and specified that he would be the only man ever to hold that rank.

Because the rank is presumed to be unique in the U.S. Navy, the hero of Manila Bay is frequently referred to as a "Six-Star Admiral." Please note the quotation marks.

In reality, Dewey wore only the four stars of a full admiral. They were, however, distinguished by having fouled anchors superimposed on two of them. —Ed.

News Buoys Still Afloat

SIR: The August 1966 issue of ALL HANDS carried a letter from R. H. Normandin, AOC, USN, concerning buoys which contained newspapers and paperback books. PatRon 17 had been drop-



NEWEST ADDITION to Bennington history is role as ASW carrier (CVS).

ping the buoys near news-hungry destroyers patrolling the China Sea. ALL HANDS, in an even earlier issue, attributed the current practice to a lieutenant who was flying with PatRon 17 at the time.

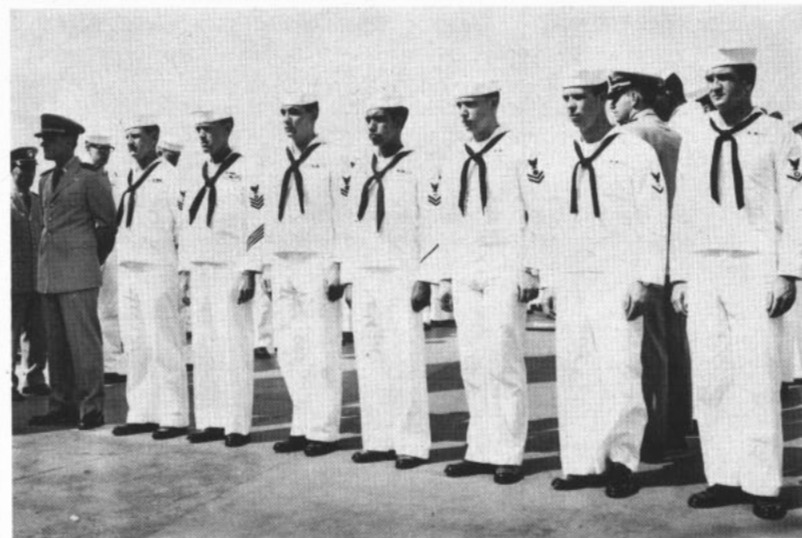
In his letter, Chief Normandin said Patrol Squadron Two was doing the same thing back in 1965 thereby mak-

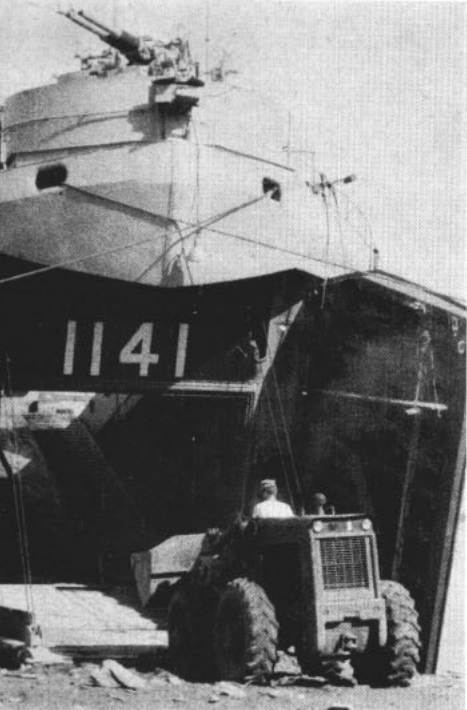
ing it unlikely that PatRon 17 originated the idea.

We can't let it go at that. Back in 1964, LCDR Brown of PatRon 17's Crew 12 and his boys, along with two other crews whose names we don't remember, were making these same buoy runs.

We not only dropped printed news,

STANDOUTS—These eight men from USS Navasota (AO 106) were awarded Navy Commendation Medals for performance as members of a damage control team that assisted the seriously-damaged USS Brinkley Bass (DD 887) earlier this year. They are (l to r) LTJG Dwight W. Pate; Charles G. Gilpin, MM1; Francis W. Scovil, EN1; Ernest W. Dodd, EM2; Stanley M. Pacheco, SF2; Richard L. Robinson, EM2; James C. Phifer, SF3; and Jackie D. Forrister, EN3. LTJG Pate also received a Navy-Marine Corps Medal for heroism. Dodd also received a gold star in lieu of a second Navy Commendation Medal.





EASY DOES IT—Tractor offloads dynamite from USS Stone County at Chu Lai during supply operations.

but broadcast the scores of the ball games to ships in the area. So let's hear no more talk about anyone but Pat-Ron 17 originating the news buoy idea.—J. R. I., ADR3, USN, and J. C. B., ADR2, USN.

• As we warned Chief Normandin, he'd probably hear more about news buoys. So it would appear.

Our battle-scarred typewriter con-

tinues to remind us of the adage "You're never first."

Yet it seems only reasonable that someone must have been first at one time or another. The case of the news buoys is only another example of how easy and yet, in another sense, how difficult it is to establish a starting point for almost any event.

We can't help but admire our two ADRs of PatRon 17 for their assurance and confidence in their squadron.

Nevertheless, we are almost willing to bet that devices similar to the Pat-Ron 17 news buoys have been introduced before our time. Possibly by the ancient Greeks, who seem to have thought of almost everything else. And how about the 19th century whalers away from home for three or four years at a time? We'll admit we weren't there, but we have a vague recollection of hearing about casks set on then-remote islands such as Galapagos and Juan Fernandez, at which whaling ships swapped letters and newspapers.

As we have no acknowledged antiquarian in residence, we must limit our observations to speculations such as above. However, perhaps a reader can take us back to pre-1964.—Ed.

Twilight Cruise

SIR: While involved in a discussion with an RMC who plans to put in his papers soon, I had occasion to refer to a BuPers Instruction which offered several incentives for men who choose to stay on active duty beyond 20. As I recall, such men were offered a five-year tour at a shore billet of their choice.

When called on to prove my statements, however, I could not locate the Instruction. Neither could the men in the personnel office.

Is the offer still good?—R. J. H., RM1, USN.

• For all practical purposes, no.

Presumably you are referring to the "preferred status offer," a limited program of an emergency nature which became effective several years ago.

In certain ratings there were critical shore billets which could not be filled through the normal Seavey procedure. When the circumstances demanded, the Bureau would communicate directly with selected Navymen who had submitted their papers, offering them a specified billet ashore in return for an extension of obligated service.

As a stopgap measure, applicable only to certain men in a few ratings, requests were not solicited, requested or entertained. Today the program is used even less frequently than before.

The only similar offer is the twilight cruise, a plan which applies only to men who are completing 30 years—Ed.

Anchor Chain

SIR: A question has been brought up among my shore duty shipmates which I'd like to have clarified. Why are some ships' anchor chains of different length?—W. K. V., BM1, USN

• Normally, the anchor chain is divided equally between the port and starboard anchors.

There are some experts like yourself, however, who develop a certain feel for anchoring their ship and prefer using a short chain for routine anchoring, longer lengths for special mooring problems. This variance is usually done by removing shots (15-fathom lengths of chain) from one side and adding them to the other.

Before you can make this change, you must get permission from the Naval Ship Systems Command.—Ed.



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IN LINE—Landing craft return from delivery up Cau Viet river. Below: Navyman stands ready at YFU's machine gun.

Da Nang's Pack Boats

WHAT does USS *Genesee* (AOG 8) have to do with Cau Viet River? Under normal circumstances, nothing. As the Navy frowns upon running excellent ships such as *Genesee* aground, and as the river is much too shallow for ships of *Genesee*'s draft, her skipper would be most indiscreet to tackle it.

Yet the river is a main supply artery used to carry fuel and other supplies to U. S. forces operating inland near the demilitarized zone between North and South Vietnam.

The U. S. Naval Support Activity, Da Nang, found the answer to the problem of the deep draft ship and the shallow draft river by using pack boats to take the load up the river.

The story of these unusual supply craft began in Da Nang harbor recently when *Genesee* and several yard freight utilities (YFUs) steamed out of the harbor for an overnight trip north.

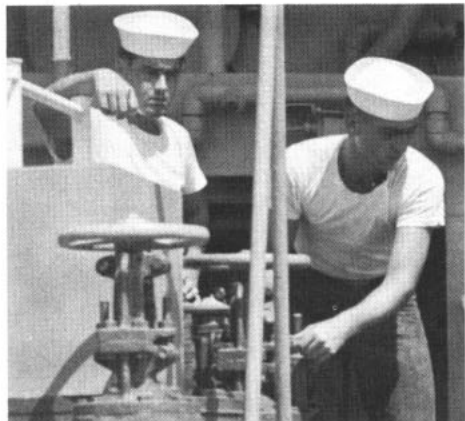
Three of the YFU's had special rubber bladders on their decks, each with a 10,000-gallon fuel capacity. When the convoy reached the mouth of the Cau Viet, the YFUs filled with aviation gas from *Genesee*.

Following three other craft loaded with food and ammunition, the YFUs headed for unloading ramps at the U. S. airstrip near Dong Ha.

The aviation gas from the big rubber bladders was pumped through a rubber pipeline to the airfield tanks.



GAS A-GOING—Crewmembers of USS *Genesee* turn on pumps to fill rubber bladders (rt.) in YFU with aviation gas.

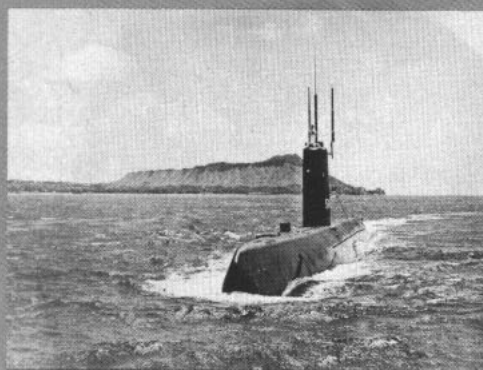


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NUCLEAR SUBMARINE USS SEADAGON (SSN-584)

0619-000-0002



NAVY PHANTOM (F-4) IN VIETNAM

0619-000-0017



USS ARCADIA (AD-23) AND NAVY ORION (P-3A)

0619-000-0015



NAVY SKYHAWK (A-4) LAUNCHING

0619-000-0019



NAVY VIGILANTE (RA-5C)

0619-000-0013



USS SALISBURY SOUND (AV-13) AND NAVY MARLIN (P5M)

0619-000-0018

FRAMING



USS RANGER (CVA-61), USS ENGLAND (DLG-22)

0619-000-0016



USS OZBOURN (DD-846) FIRES ASROC

0619-000-0022



VERTICAL REPLENISHMENT

0619-000-0020



USS ENGLAND, USS SACRAMENTO, USS RANGER

0619-000-0012



USS ROWAN (DD-782)

0619-000-0014



OCEAN MINESWEEPERS (MSO)

0619-000-0023



REPLENISHMENT AT SEA UNDERWAY

0619-000-0021

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ALOHA LEIS awaited destroyers *USS Taylor* (DD 468) and *USS Jenkins* (DD 447) on their return to Pearl Harbor from six-month tour in the Vietnam combat zone.

Pineapple Fleet

As of this past summer, 32 of the 36 destroyer-type ships and 23 of the 27 logistics vessels of Hawaii's Pineapple Fleet had earned the Vietnam Service Medal.

The number of awards probably increased as members of Destroyer Flotilla Five and the Pacific Service Force continued to lend support to South Vietnam's struggle.

SAR, gunfire and Market Time patrols demand the greatest effort of DesFlot 5. No less important is the task of ServPac, keeping fuel, food, ammunition and other supplies flowing to all U.S. sea and land units.

Destroyers *uss Brister* (DER 327) and *Haverfield* (DER 393), together with *Hissem* (DER 400), earned their VSMs primarily with the Market Time, engaged in suppressing the enemy's attempts at smuggling arms and ammunition by coastal waterways.

Meanwhile, sister units *uss Nicholas* (DD 449) and *Epperson* (DD 719) kept search and rescue helicopters fueled and flying over the Tonkin Gulf, ditching haven for downed U.S. pilots.

During 24 continuous days last Spring, *uss Ernest G. Small* (DDR 838) fired her guns at Viet Cong positions in support of U.S. troops.

According to DesFlot 5, most ships of this type spend 67 per cent of their time each year on WestPac tours, 80 per cent of which is spent at sea.

From the logistics standpoint, the gasoline tanker *uss Elkhorn* (AOG 7) transported aviation fuels to tank farms near Da Nang. Her shallow draft allowed passage close enough in to shore where floating hose lines could be rigged to transfer further her liquid gold to the storage areas. *Elkhorn* maintained this shuttle service from larger tankers to the shore installations for seven months.

Another tanker, *Genesee* (AOG 8), lays claim to being the first Hawaiian-based ship of her type to receive the Navy Unit Commendation Medal.

While in the combat zone, *Genesee* unloaded 9,800,000 gallons of petroleum products to the air bases at Da Nang and Chu Lai. She also assisted in building the Chu Lai airfield by pumping over two million gallons of salt water used to settle the runway.

Most of these DesFlot 5 and Service Force ships, displaying their combat medals, have returned to Pearl Harbor.

—Charles R. Eggleston, JO3, USN

Seven Country Visit

The aircraft carrier *uss Randolph* (CVS 15) is probably in the market for a new red carpet.

The one used by this ASW Group Four flagship saw plenty of service this past summer.

The Norfolk-based carrier rolled out her carpet in seven countries where 82,000 visitors were greeted during her three-and-one-half-month cruise to Northern Europe.

These visits were made by *Randolph* and embarked Air Group 60 between scheduled antisubmarine exercises, one of which was a 30-ship, five-nation NATO operation off the coast of Norway.

Bergen, Norway, in the heart of the fjord country, was one of the carrier's ports-of-call. The others included Rotterdam, the Netherlands, one of the world's busiest ports; Hamburg, West Germany's largest city; Copenhagen, capital of Denmark; Scotland's capital city Edinburgh; Portsmouth, England, home of the British Navy; and Belfast, capital of Northern Ireland.

When the ship was open to visitors, they came by the thousands, even when *Randolph* was at anchorage.

In Hamburg, for example, more than 35,000 persons swarmed through the ship.

Ashore, special tours were arranged for the ship's 2500-man crew to visit landmarks and points of interest in Northern Europe, an opportunity rarely experienced by carrier sailors.

They journeyed to the windmill district of Holland, to Brussels and Antwerp, Belgium, and made a two-day tour of Paris.

Many crewmembers elected to rove the ancient castles of Denmark while others rode hydrofoils from Copenhagen to Malmo, Sweden. Tours were also made to London and in the Scottish Highlands.

The largest single tour group, consisting of 331 men, was airlifted to Berlin for the Fourth of July.

There they visited Check Point Charlie, the American controlled sector adjacent to the Iron Curtain. Also, many of the touring Navymen met and talked with West Berlin's

mayor Willy Brandt in City Hall.

In addition to meeting people on these various tours, the sailors were treated to dances in six of the ports visited.

Between port visits, Randolph's at-sea operations were busy as Air Group 60 pilots logged nearly 8000 hours.

The carrier also marked her 50,000th catapult launch and her 75,000th arrested landing since her recommissioning in 1953.

The Tablecloth Was Ruined

It's really amazing what you can figure out during a bull session in the officers' club. Nine veteran pilots of Air Transport Squadron Eight, for example, made a remarkable discovery. Between them, during their careers as Navy aviators, they had spent about nine years in the air.

As the time passed, the statistics continued to pile up.

The total flight time for the nine pilots is 83,188 hours, and the flight hour average is about 9240. Seven of them were formerly enlisted men, six were enlisted pilots.

One of the pilots has flown just about every aircraft in the Navy during his 24-year career, and another is qualified in at least 40 types of aircraft.

Top of the group in total flight hours is Lieutenant Commander R. T. Marrion, with 11,256. Lieutenant Commander L. C. Watson is a close second with 11,241 hours in the air.

The pilots of VR 8 did not want to waste all this figuring, so they have claimed a record. They consider their squadron to be the most experienced flying unit in the Navy.

Home Port for Aquanauts

Navy aquanauts involved in the Man-in-the-Sea program now have a permanent place to dry their flippers.

A home office and training facility, the Deep Submergence Systems Project Technical Office, has been activated recently at San Diego.

The Office is equipped to furnish curricula, schedules and training facilities for present and future Navy aquanauts. In addition, it will provide engineering, research, testing, and technical services when required, and provide assistance during ocean engineering experiments.

It will also evaluate ocean engineering hardware, such as diving suits and air breathing equipment.



Second Time Around

On the morning of 16 Apr 1966, Julius G. Shreve was promoted to chief yeoman, and he was a happy man.

He was even more delighted to receive a letter in the afternoon mail informing him he had been selected for promotion to warrant

officer as a ship's clerk.

The second promotion took place five and one-half months later. Mrs. Shreve and Vice Admiral John L. Chew joined forces to pin new collar devices on the new officer. And Warrant Officer Julius G. Shreve was happy that morning, too.

It is anticipated that training in all phases of advanced diving techniques will be available at the new office in about nine to 15 months.

Floating From Job to Job

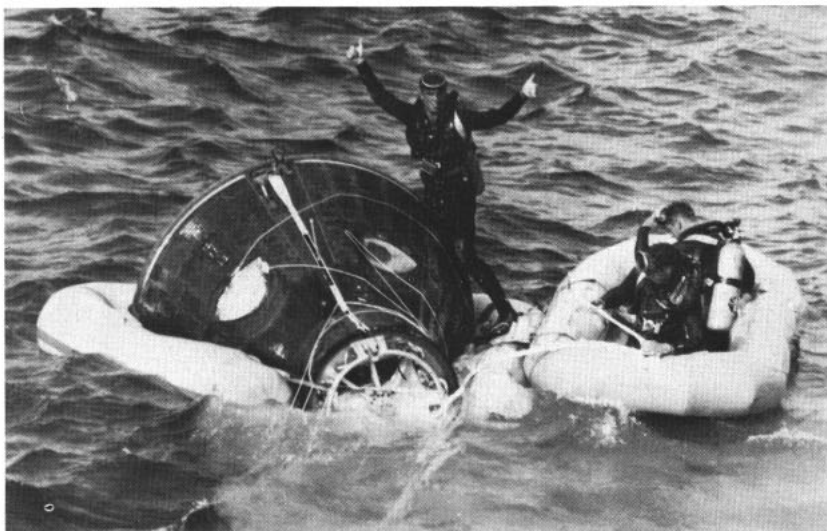
What goes down must come up.

That's the principle practiced by Harbor Clearance Unit One (HCU 1) in salvaging and clearing sunken craft which obstruct coastal and

river waterways in Vietnam.

A recent job undertaken by this combat salvage group was the task of raising the 439-foot ss *Baton Rouge Victory* damaged by Viet Cong mines last summer. The MSTs-chartered ship ran aground in the Saigon River after her forward holds and engineering spaces flooded.

Other salvage operations performed by the 200-man unit since



THUMBS UP—Navy frogman signals that every thing is OK as astronauts await opening of hatch after successful splashdown of latest Gemini capsule.

its origin in February 1966, include two Viet Cong trawlers and a French coastal steamer. The steamer, sunk in the Mekong River during World War II, was obstructing current naval construction in that area.

The trawlers had been VC gun runners and were sunk by U.S. forces off the coast of the Mekong delta and near the Ca Mau Peninsula.

The crew salvaged the Mekong trawler without incident. However, while trying to raise the other craft, divers were pinned down by VC small arms and mortar fire from ashore. The enemy's interest in the salvage was soon revealed after they had been beaten off by a Coast Guard cutter and U.S. air strikes. The trawler was loaded with more than three tons of arms and ammunition.

HCU 1's home base is Subic Bay, Philippines. From there clearing teams can be moved anywhere in Southeast Asia to carry out their down-up mission.

Milk Run—Bottled TNT

There's nothing like hauling 140 tons of TNT to create a little excitement on an LST milk run. Especially when you're traveling through waters in which you may, on occasion, meet the Viet Cong.

That's how it was recently when the landing ship tank *uss Stone County* (LST 1141) pulled up anchor at the Naval Support Activity, Da Nang, and headed southward for the Naval Support Facility

at Chu Lai, in South Vietnam.

Within her hold the LST carried 450 tons of cement, many tons of lumber and 140 tons of dynamite which was delivered to the Seabee battalions in the Chu Lai area.

Aside from her explosive package, *Stone County's* cargo differed little from that normally hauled on her regular milk runs to the southern supply base.

By late summer, the LST had made 12 cargo transfers, traveling over five and one-half million ton miles (one ton carried one mile) along the six-hour route.

Careful—Wet Paint

Some things are highly improbable—such as purple cows, or service craft that pump black oil yet remain spotlessly clean. Possible, but you don't see many of them.

That used to be the opinion of the crewmen of YO 130, formerly identified by the crew themselves as Dirty Thirty. However, things have changed; YO 130 gleams from stern to stern, and all hands *know* that service craft can look as sharp as a cruiser.

The change in 130's appearance may be attributed in large part to Craftmaster Chester R. Deeter, a former chief boatswain's mate who has recently made warrant.

Considerable credit also belongs to the crewmen whose elbow grease scraped away countless layers of old paint to enable YO 130 to show her true metal.

Fresh gray and white paint was applied topside and the pilothouse was fitted with handsome oak doors. YO 130 took a new lease on life but the facelifting didn't stop there.

Living quarters in YO 130 came in for a complete transformation, too. The crew's quarters were made as bright as white and pastel paint could make them. Tiles were laid on the deck and waxed to a mirror-like brilliance.

Neatness was encouraged by assigning each man two lockers in which to stow his gear and providing additional communal storage for dress uniforms and peacoats. A special locker was provided to keep shoes off the deck.

Electric fans were installed for the crew and Chief Deeter instituted a method of making up bunks so as to discourage soiling by oil-spattered passersby.

Overhead lighting in the crew's quarters was improved and electric hot water heaters were placed conveniently along the bulkheads. Insulation was also installed against the outer hull.

The general brightening up of the vessel also extended to the engine room where the bulkheads were covered with white enamel and the deck was painted red. Exhaust pipes were insulated to reduce engine room heat and two blowers were installed on the deck to keep the temperature down.

YO 130 carries 6500 barrels of Navy special fuel oil as she goes about her business at Long Beach refueling cruisers and destroyers. Her hoses are neatly stowed when not in use and, despite her black liquid cargo, not one drop can be seen on the deck. It might spoil the paint job.

Welcome Home, Daddy!

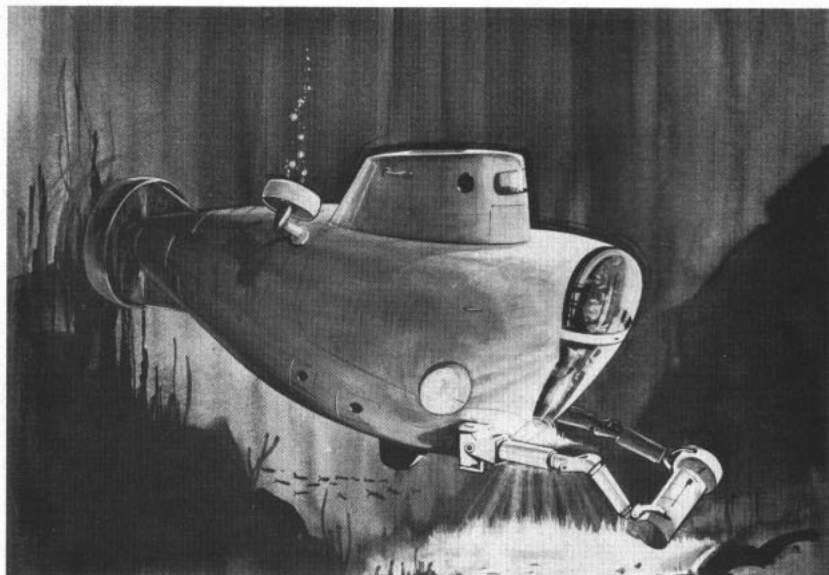
For several crews of Pacific Fleet ships and squadrons, the conflict in Vietnam is, for the present, no more than a source of endless sea stories and yarns.

After their tour on the front line—or even closer—in naval operations in the South China Sea, they've returned home.

This is the bare outline of their adventures. They'll take it from here.

• The amphibious assault carrier *uss Princeton* (LPH 5) returned to her home port, Long Beach.

Princeton's helicopters served a twofold mission in Vietnam—landing



DEEP-DIVING SUB now being built will have depth capacity of 6500 feet. The 25-foot-long vessel will be equipped with mechanical arms for undersea work.

troops and evacuating wounded. Her sick bay often became a mercy hospital for emergency surgery cases flown direct from the battlefield. One casualty reached the ship just nine minutes after being wounded. Altogether, 750 casualties were treated on *Princeton*, her crew donating over 400 pints of blood.

- Five San Diego-based amphibious ships: the attack transports *USS Cavalier* (APA 37), *Pickaway* (APA 222), and *George Clymer* (APA 27), together with the tank landing ships *USS Snohomish County* (LST 1126) and *Outagamie County* (LST 1073).

Cavalier and *Pickaway* carried supplies and replacement troops to assault units along Vietnam's coastline while *George Clymer* made her way to Chu Lai. In Chu Lai, the transport also doubled as a floating hotel for battle weary troops. She provided them with home-cooked meals, clean bunks and showers, a welcome relief from C-rations, mud-fluffed foxholes and spit baths.

Snohomish County left for Vietnam last January carrying a combat unit and 155mm howitzer company. She operated for 75 continuous days, with the exception of one—her 59th—when she took time to refuel and reprovision her own crew. This was *Snohomish County's* second WestPac tour within a year, as was *Outagamie County's* recent Far East cruise.

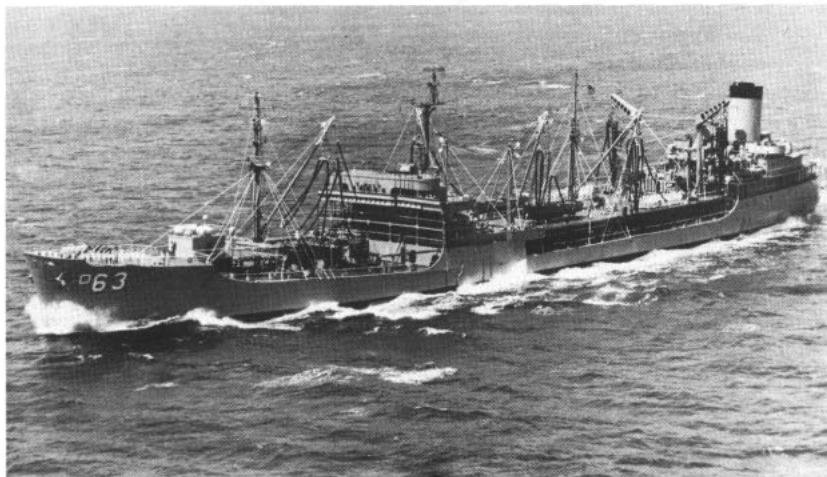
This LST delivered 12,000 tons of cargo and 600 troops along three-quarters of the Vietnam coast; eight weeks of her operations were continuous, nine weeks were spent between Saigon, Cam Rahn and the shallow water ports, Da Nang, Phan Rang and Chu Lai.

- *USS Chipola* (AO 63), to her home port, Pearl Harbor.

Nearly 35 million gallons of fuel, enough to keep 3500 autos running for 20 years, were transferred to over 300 Seventh Fleet ships by this Fleet oiler.

Chipola's crew also was busy with Philippine people-to-people and Handclasp projects. The oilermen donated funds toward the cost of the open-heart surgery performed on a young Filipino boy, and established a memorial fund which is helping to pay for the youngster's further treatment.

In addition, 900 health and sewing kits from Hawaii donors were transported by the oiler to Subic Bay for further transfer to South Vietnam. And, while in Hong Kong,



WHAT A GASSER—*USS Chipola* pumped nearly 35 million gallons on cruise.

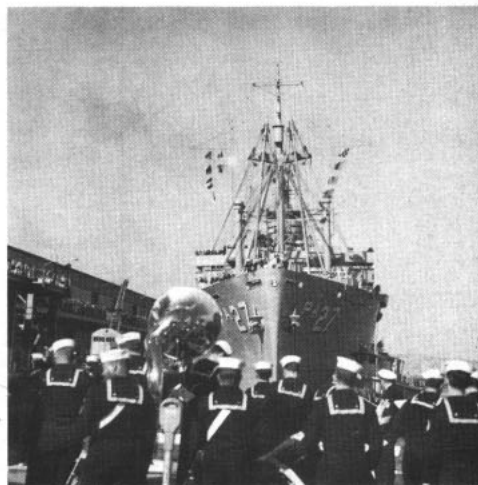
Chipola delivered 20 cartons of clothing to a refugee center. This was the oiler's fourth Far East cruise since 1960.

- The aircraft carrier *USS Hancock* (CVA 19), to her home port, Alameda.

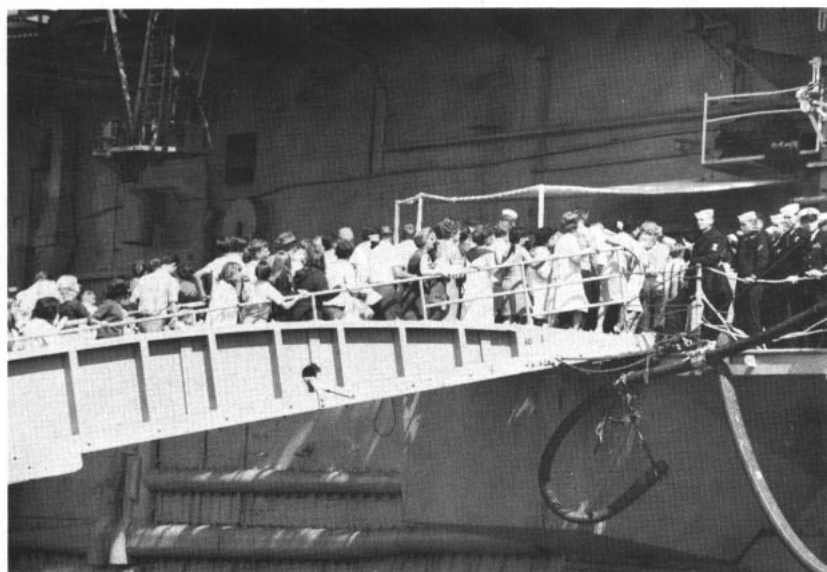
For seven months this carrier operated off Vietnam, her second such tour in two years.

During this last 75,000-mile deployment, over 11,000 sorties were flown from her deck by embarked Air Wing 21 aircraft. These planes delivered 16 million pounds of ordnance on Viet Cong positions both in South and North Vietnam, including the VC supply depot of Hai-phong.

Hancock pilots also claim credit for downing two MIG 17 jets over the combat zone during their tour.



SHE SHALL HAVE MUSIC—Band plays welcome for arrival of *USS George W. Clymer* (APA 27) in San Diego.



HERE THEY COME—Dependents and friends swarm aboard carrier after arrival.



LONE PINEAPPLE SHIP—USS *Sunnadin* is only ship attached to Com14.

Return from Vietnam

Snug in their stateside berths are seven Pacific Fleet Amphibious Force gators who recently returned home from Vietnam.

They are the dock landing ships *uss Colonial* (LSD 18), *Alamo* (LSD 33), and *Whetstone* (LSD 27); the tank landing ships *Henry County* (LST 824) and *Saint Clair County* (LST 1096); the amphibious command ship *Mount McKinley* (AGC 7); and the high

speed transport *Cook* (APD 130). All are homeported in San Diego except the Long Beach-based *Alamo*.

Among the ships' accounts of their average seven-month Far East tours are these:

- *Colonial* transported Marines first to Okinawa and then later ferried other forces to the Support Activities Da Nang and Chu Lai. Her itinerary also included cargo stops at ports with tongue-twisting names such as Qui Nhon, Cam

Ranh Bay, Vung Tau, Cat Lo and Nha Be.

While in Chu Lai, *Colonial* became a hotel haven for battle-weary Marines. They were provided with showers, hot meals and clean bunks, rare luxuries to jungle-fighting veterans.

As her final task, LSD 18 removed her superdeck in order to lift a 1500-ton dredge on board for transport from Guam to Subic Bay, Philippines. She then stopped at Hong Kong, Sasebo and Yokosuka before heading home.

- *Alamo* participated in many amphibious operations along the South Vietnam coastline. Among them were Operations Jackstay, Osage, Deckhouse One, Nathan Hale, Deckhouse Two and Hastings. Her home port was changed from San Diego to Long Beach in October.

- En route to the Vietnam war zone, *Whetstone* offloaded a portion of her Marines and cargo in Okinawa. She then proceeded to Chu Lai where the remainder of the Marines and their equipment was disembarked.

LSD 27's major role was as a Marine command support ship in the harbor of Qui Nhon. There she anchored for two months while her crew teamed up with ground force maintenancemen and repaired landing craft in *Whetstone's* well deck.

This job completed, she transported battle veterans to Okinawa before she chopped from the Seventh Fleet and turned her bow toward San Diego.

- *Henry County's* recent tour was her second deployment in 15 months.

During the latter nine months she delivered 17,200 tons of cargo and over 1200 troops into the combat area. Many of her shuttle runs were to shallow coastal and river bases where deeper draft ships cannot operate effectively.

In addition, she doubled as a floating artillery platform after three antitank vehicles were strapped onto her main deck. Each of these vehicles carries six 106mm guns which were fired along with *Henry County's* 40mm batteries. These bombardments delivered a sizable jolt to Viet Cong positions, reports the LST. Altogether, she fired 6825 rounds of ammunition.

- *Saint Clair County* made 20 beachings to offload cargo, primarily at Da Nang and Chu Lai. On one other trip, however, she penetrated some 50 miles into the Mekong River Delta of South Vietnam's southern interior to deliver material to the port of Can Tho.

After their rigorous eight-month workout, LST 1096's crew made liberty visits to Hong Kong and to Sasebo and Yokosuka, Japan, before leaving the Far East.

- *Mount McKinley* served as Seventh Fleet's amphibious force flagship during her six-month tour. On board were high echelon staff officers who planned the numerous amphibious landings made along the 1000-mile Vietnam coastline.



SYSTEMS ANALYSTS—Five NESEP Navymen were among Class of '66 graduates in Systems Analysis at Miami of Ohio. They are: (front) H. F. Specht, Jr., ETR2; R. K. Hughes, EM2; G. F. Richardson, FTM1; (back) W. P. Sturm, HM1; and (right) F. S. Langill, MM1. Sturm graduated with *magna cum laude* honors.

Ships of AGC 7's type also act as major communication links between surface and air support units and those amphibious forces which have landed ashore.

Mount McKinley's crew visited Taiwan, Hong Kong and ports in Japan before returning home.

• Cook's tour, her second in the past year, was somewhat different from that usually made by a troop transport. She worked closely with underwater demolition team units and assisted in making surveys of Vietnam beaches. Those surveys aided in clearing the way for U.S. amphibious assaults.

Helo Training at Ellyson

A good way to achieve something worthwhile is to set yourself a very high goal, then strive to reach it. Helicopter Training Squadron 8, at Ellyson Field, Pensacola, seems to operate on that theory.

There's a sign outside the gate at Ellyson that proclaims "The Best Helicopter Pilots in the World are Trained Here." HT-8 strives to live up to this claim.

Potential helicopter pilots come to HT-8 from just about everywhere. There are Navy, Marine, and Coast Guard aviation cadets; student pilots from allied countries; and veteran Fleet pilots from Navy and Marine fighter, attack, patrol, and ASW squadrons, who come to gain the additional qualification of helo pilot. Senior aviators train as part of their preparation to command ships such as *USS Iwo Jima* (LPH 2) and *Randolph* (CVS 15)—ships specializing in helicopter operations.

The Air Force has trained pilots at Ellyson. They took two-week familiarization courses in the Navy-Marine UH-34G. And NASA's astronauts also receive specialized training at HT8.

All Ellyson students have one thing in common. They could fly fixed-wing airplanes before they arrived. After their first week in ground school, the students begin to fly the helicopter.

HT-8's primary helicopter trainer is the TH-13M *Sioux*. The little trainer is powered by a six-cylinder, 200hp engine, and can fly at 90 miles per hour. Under cruise power, its maximum range is 240 miles. With a crew of two and a full fuel load it can lift 250 pounds.

The student flies 20 of his eventual 52 flights in the *Sioux*. On his 12th flight he solos.

In this early training phase, the student learns to hover—hold the



JOURNEY'S END—Navy Swift boat, PCF 87, offloads from the well deck of dock landing ship *USS Comstock* (LSD 19) to join other Swift boats in Vietnam.

helicopter stationary over a fixed point on the ground. The novice helo pilot swears this is the most difficult feat in training. Like balancing a billiard ball on a broom straw.

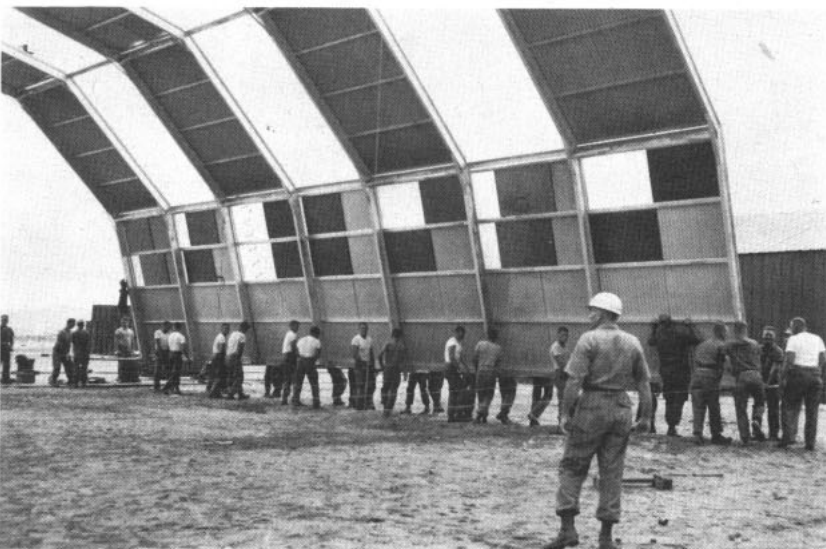
Here too, he learns techniques such as flying backward, flying sideways, and autorotation. "Autos" are the helicopter pilot's substitute for a parachute or other method of emergency descent, in which the powerless helo flutters gently to the ground.

Twenty-eight of the astronauts have taken a special 20-hour course to familiarize them with the descent characteristics of the helo. A helicopter in autorotational descent be-

haves much like the Lunar Excursion Module of the *Apollo* spacecraft is expected to act when it lands on the moon.

All succeeding stages of training are flown in the heavier, UH-34G *Seahorse*. This aircraft uses a nine-cylinder engine of 1525 horsepower. It will fly up to 180 miles per hour. Under cruise power its range is about 400 miles, and under ideal conditions it can reach an altitude of 14,000 feet. It can lift a payload of 4000 pounds.

In this aircraft the student passes through several training stages. There is the advanced stage, which deals with problems peculiar to flight



NO PROBLEM—Chu Lai Air Base had a problem in the form of a mislocated hangar. MCB men solved the problem by picking it up and moving it 30 feet.



GREAT LAKES WAVES appear to be having a good time at training center meet.

in heavy machines; the operational stage, where he learns to fly with a maximum load, operate in rough terrain, hoist a man from the ground while hovering, operate with an external load, and operate at night; then the final stage of his training, where he learns to fly the helo by instruments.

In all, the full-time student spends 70 hours in the air while at Ellyson. When he graduates, he is now one of HT-8's "Best" helo pilots.

Does HT-8 live up to its boasts? Ask one of the fighter pilots rescued after landing in the coastal waters of Vietnam. He'll tell you.

MCB 71 Has a History

MCB 71, notable construction battalion of World War II Bougainville, Guadalcanal, and Okinawa campaigns, has been recommissioned at Davisville, R. I.

It's the fifth of six naval mobile construction battalions formed by the

Navy in 1966.

The recommissioning took place where the original MCB 71 received its colors and training in May 1943.

Shortly afterwards, the WW II unit received its initial assignment: "Take a portion of the island of Bougainville . . . held by the enemy, and construct an airfield."

Despite constant harassment by enemy snipers and air attacks, MCB 71 completed the job in five weeks.

Then, less than five months later, the battalion moved to Pityilu Island, two degrees south of the Equator, where the Seabees built another airstrip—again in five weeks.

From here the battalion continued to hop across the southern Pacific where they built more airstrips, numerous roads, bridges, etc.

Troop quarters, messing and recreation centers, as well as ballfields, boxing rings, outdoor theaters and swimming pools were among their other construction projects.

On Easter Sunday, 1 Apr 1945, U. S. troops invaded Okinawa where MCB 71 was to build a strategic road—Route One.

They began from the southern invasion point, Blue Beach, and progressively moved toward the enemy-held part of the island in the north.

Of the two major hindrances the Seabees encountered along the way—Japanese dive-bomber attacks and torrential rains—the constructionmen probably cursed the rains most. Their equipment was of little use in the seemingly bottomless mud.

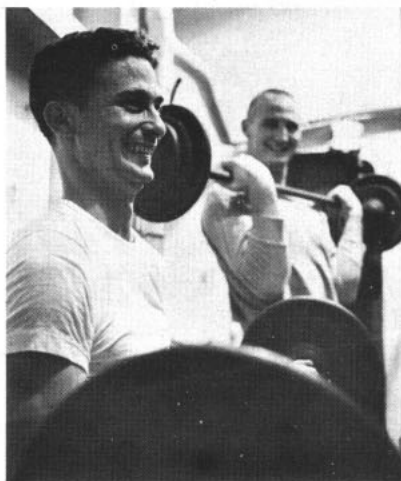
Nevertheless, MCB 71 completed Route One and kept it open. In addition, they carved a 1000-foot airstrip atop a mountain from which U. S. reconnaissance planes could operate. For these outstanding achievements, the battalion was awarded the Secretary of the Navy Unit Citation.

After the enemy was driven from his Okinawa airfields, the Seabees cleaned up the fields, rebuilt them and constructed various ground facilities. The battalion remained on the island until peace prevailed in the Pacific. It was decommissioned in December 1945.

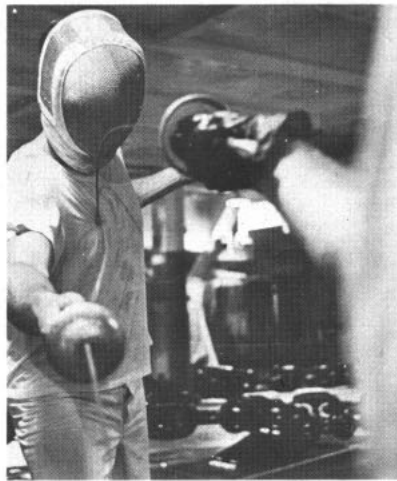
Today's battalion, numbering about 800 Seabees, recently attended advanced schooling at Davisville and spent four weeks at the Marine Corps Base, Camp Lejeune, N. C., undergoing combat training. The constructionmen will deploy on their first recommissioned assignment this winter, possibly to Vietnam.



LINE OF SUCCESSION—When Commander Earl F. Rippee (right) took command of U. S. Naval Reserve Surface Division 11-35L in North Hollywood, Calif., five former COs were on hand to congratulate him. They are, from left, Captain Vinton Cerf (who commanded the division from 1951 to 1954); Captain Burl Prinz (1954-57); Captain Charles A. Mobley, Jr. (1957-60); Captain H. N. Rosemont (1960-63); and Commander David G. Karnos (1963-66). When photo was taken all of the officers were still on duty in the Naval Reserve.



Exercise in *Intrepid's* weightlifting room



Fencing by Navymen on board *USS Intrepid*



Destroyermen of *USS Towers* limber up

SEVENTH FLEET Navymen have been killing two birds with one stone during off-duty hours while on extended patrols. They are keeping busy and at the same time they are improving their state of physical fitness.

Live It Up at Long Beach

Navymen at the Naval Station Long Beach no longer believe that temporary means just this side of forever. They have moved out of their temporary barracks, built in World War II, into their brand-new living quarters.

Two new barracks and a mess hall, to be precise. Each of the new barracks can accommodate 502 men. Most of the rooms are designed for four men and some two-man rooms are being used by senior personnel.

Each room is equipped with Hollywood-style beds, with box springs and innerspring mattresses, instead of the old bunk style. The rooms have two built-in desks, comfortable chairs, large windows, panel drapes, and built-in reading lamps at the head of each bed.

Each barracks has a large lounge which is separated from the living area to reduce disturbance to those sleeping. Comfortable lounge furniture with plenty of lighting provides a relaxing atmosphere in which to enjoy off-duty hours.

For those who like television, the barracks features color TV in special rooms, one located on each of the three floors. Canteen automats dish out an abundance of refreshments—soft drinks, hot chocolate, coffee, ice cream, and candy.

Sharing the limelight with the new living quarters is a food facility that can accommodate 1500 men.

The new galley features mammoth stainless steel cooking utensils, ovens, cutting-slicing machines and all of the equipment necessary for an

efficient institutional kitchen. It is designed for convenience, eye appeal, ventilation, and most important, high standards of sanitation with minimum maintenance.

Enlisted men and women will eat at attractive tables for four, replacing the well-known long table and bench arrangement. Huge floor to ceiling windows and soft fluorescent lights provide a cheerful atmosphere to enhance further the enjoyment of good Navy chow.

The new facilities are part of a Navy-wide program to improve living conditions for Navymen.

Connie Gives Two Grand

A Filipino nursery caring for 200 children received a \$2088 check recently from crewmen in the aircraft carrier *USS Constellation* (CVA 64).

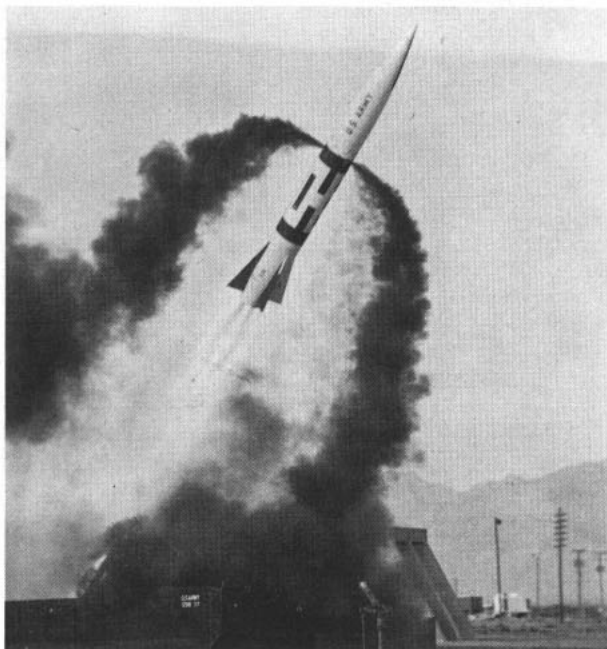
The nursery, located in Luzon, is run by a religious order which depends entirely upon donations for its maintenance. The *Constellation* check is expected to be enough to cover most of the operating costs of the nursery for a period of one month.

The day the check was presented was a happy one for all concerned.

ADMIRAL'S TROPHY—*USS Westchester County* (LST 1167) has been awarded the 1966 Force Commander's Personal Excellence Award and a Battle "E."



Brief news items about other branches of the armed services.



BLASTING OFF—Army's Lance missile is fired from self-propelled launcher during tests at White Sands, N. M.

AN EXPLODING ANCHOR which embeds itself in the ocean bottom has been developed by the Army at Ft. Belvoir, Va. It may eventually replace the heavy ground tackle of a conventional mooring point.

The experimental anchor weighs only 4600 pounds but it is said to perform as well as ground tackle weighing 33 tons.

If the anchor is successful, it can safely hold a 40,000-ton tanker under limited sea conditions while its cargo is pumped to storage tanks on shore.

The new anchor uses a fuse which features several safeguards to prevent malfunctions. The fuse's electrical components are embedded in rubber to prevent water leakage. Its circuits are designed so the fuse will not be armed until it is at least 27 feet below the water surface.

The fuse disarms itself if the anchor is brought to the

HOT HOWITZER—Members of 25th Infantry Division fire a 105mm howitzer in support of Army ground operations.



surface before the propellant is ignited. It also deactivates itself after misfire by draining both its battery and firing capacitor—a procedure which takes about 40 minutes.

★ ★ ★

TEST FIRING of a shoulder-fired missile launcher being developed by the Army will begin early next spring at Cape Kennedy, Fla.

Called Medium Range Antitank/Assault Weapons System, MAW for short, the weapon is expected to answer the front line soldier's need for a guided missile system light enough (27 pounds) to be carried by one man, and yet big enough to destroy most armor and other infantry targets that would be encountered on the battlefield.

MAW will replace the 90mm recoilless rifle, and will be superior to it in range, accuracy and destructive power.

MAW will be the first Army weapon system tested at the Cape since firings of the Pershing missile came to an end there in 1963.

★ ★ ★

THE COAST GUARD CUTTER USCGC *Point Grey* (82324), which was a major participant in the capture of a 125-foot trawler during a Market Time patrol, has become the first Coast Guard ship to be decorated by the Republic of Vietnam.

The action took place on 10 May. Just after midnight near the Ca Mau Peninsula about 200 miles southwest of Saigon, *Point Grey* spotted two bonfires on the beach. The cutter waited quietly for the signal to be answered.

Point Grey soon made radar contact with a metal-hulled ship. The cutter challenged the intruder and forced it aground.

Point Grey immediately came under intense fire from Viet Cong on the beach. Her crew responded with machine guns and mortar fire.

Soon other Market Time units arrived on the scene and the grounded vessel was hit, either by fire from *Point Grey* or from one of the support aircraft. The enemy ship was blown in two by internal explosions.

Salvage crews removed 15 tons of weapons and ammunition from the trawler. An estimated 80 additional tons were destroyed by the explosion. It was the first capture of a steel-hulled vessel since the Vung Ro Bay incident in 1965.

South Vietnam's chief of state presented the Vietnamese Cross of Gallantry Unit Commendation to *Point Grey*. Individual awards were given to the cutter's commanding officer and executive officer and to four enlisted crewmembers.

★ ★ ★

ANOTHER APPROACH to the problem of vertical take-off and landing capability for fixed-wing aircraft is being studied by the Army. It involves rotor blades which could be folded and stowed automatically in a recessed top section of the plane's fuselage. A preliminary design study, sponsored by the Army, has been completed by an aircraft builder.

Once airborne, with the rotor blades stowed, the

craft would become a fixed-wing plane, with an estimated capability of speeds up to 450 miles per hour.

Then, when the plane is ready to land, the rotor blades would unfold, and it would once again become a helicopter.

The contract designer reported that this combination helicopter-airplane could be made operational by the early 1970s.

★ ★ ★

IN AN EFFORT to identify positively man-made objects floating in space, the Air Force is studying a method of cataloging them according to their relative sizes and shapes.

The Air Force's approach to the problem involves the use of electronic portraits of satellite shapes culled from many radar signals bounced off the orbiting objects.

Using its Radar Target Scatter installation at Holloman AFB, New Mexico, the Electronic Systems Division of the Air Force Systems Command will take electronic measurements of some two dozen satellite models, ranging in length from four inches to nine feet.

The models are basically cones and cylinders, modified with flaring ends or rounded noses. These relatively plain shapes also will be made more complicated with the addition of fins, spikes representing antennas, and rods running the length of the body.

In identifying objects in space, which may be from 80 miles to hundreds of miles high, radar signals reflected from completely symmetrical objects are not too difficult to analyze. But irregularly-shaped vehicles which may be tumbling, present difficult problems.

There are many characteristics that have to be pinned down to identify correctly an object in space, such as body motion (tumbling, spinning, etc.); size and shape; distribution of the mass; and fine structure, such as fins, paddles and antennas.

The electronic portraits will be taken in 2000 hours of tests at the Holloman site. The models will be suspended in front of a radar and mechanically rotated to simulate spinning, tumbling, and other movements.

In this way, a precise catalog of radar returns can be built up and later applied to radar observation of orbiting objects. The ultimate goal of the project is a means of identifying an orbiting space vehicle as accurately as if the object were on the ground.

★ ★ ★

AN ARMY ON THE MOVE usually must do without fixed service club facilities. This, however, doesn't necessarily mean that soldiers can't enjoy fun and games during off-duty hours in remote areas.

At Fort George G. Meade, Md., prototype mobile recreation kits are being tested before they are sent to Army troops in Vietnam. The kits come in various shapes and sizes. One, for example, contains checker and cribbage boards, decks of plastic playing cards, dominoes and a dart board. It is designed for use by isolated troop units and is intended for do-it-yourself entertainment.

For larger and more highly organized groups, there is another kit containing a bingo set, portable public

address system, a record player and a radio. There are also musical instruments such as guitars, ukeleles and harmonicas plus a small tool kit.

For places where there is a special services mobile recreation director, there is a kit which combines all the elements of the other two, with certain additional items.

The testing procedure at Fort Meade goes into such practical problems as the durability of the plastic playing cards in a hot, humid climate and whether it is more practical to ship two smaller instruments such as ukeleles in the space taken up by one large guitar.

The Army hopes that the kits tested at Fort Meade will help the troops in Vietnam to relax from the rigors of combat wherever they are.

UPS AND DOWNS—Tri-Service OV-10A accelerates for takeoff over rough field airstrip at NAS Patuxent River. Undulating strip tests plane's ability to operate from small, unprepared fields. Plane is airborne at 85 knots.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **NAVY'S LEADING CHIEF**—As this issue went to press a board was meeting in the Bureau of Naval Personnel to choose the Senior Leading Petty Officer of the Navy. In the near future he will assume his duties in the Bureau of Naval Personnel.

The advisor will be chosen from a list of 11, all of whom were selected by the E-8 and E-9 boards when they met at BuPers this fall.

The 11 LCPO nominees are all master chief petty officers. Their names are listed below in alphabetical order.

• **Master Chief Hospital Corpsman Arthur W. Abbey, 47**, is serving as the leading chief of the NAS Barber's Point Medical Department in Hawaii.

• **Master Chief Hospital Corpsman Frederic H. Andrews, 44**, is attached to the U. S. Naval Support Activity, DaNang, South Vietnam.

• **Master Chief Boatswain's Mate Calvin L. Baker, 47**, is the leading chief petty officer of the NAS Point Mugu security department, Calif.

• **Master Chief Gunner's Mate Delbert D. Black, 44**, is chief master-at-arms at the Fleet Anti-Air Warfare Training Center, Dam Neck, Virginia Beach, Va.

• **Master Chief Torpedoman (SS) Samuel H. Bledsoe, Jr., 47**, is Chief of the Boat, *uss James K. Polk* (SSBN 645).

• **Master Chief Avionics Technician Jack E. Candland, 45**, now serves as Intermediate Maintenance Activity Leading Chief aboard *uss Constellation* (CVA 64).

• **Master Chief Gunner's Mate Peter De Hart, 52**, is chief master-at-arms in *uss Albany* (CG 10).

• **Master Chief Aircraft Maintenance Harold D. Noe, 42**, is leading chief petty officer of Patrol Squadron 30.

• **Master Chief Sonar Technician John L. Robinson, Jr., 48**, serves as a technical advisor and writer in the Naval Personnel Program support Activity, Washington, D. C.

• **Master Chief Boatswain's Mate Stanton R. Smith, 44**, is leading chief petty officer of the U. S. Fleet Training Center, San Diego, Calif.

• **Master Chief Boatswain's Mate Garry Vandenberg, 42**, is chief master-at-arms aboard *uss Springfield* (CLG 7).

• **WARRANT APPLICANTS**—As of next July, appointments to warrant officer will come only from the ranks of first class and chief petty officers. In addition, the maximum age for participants will be reduced to 31 years and the active naval service maximum cut to 14 years.

Also during fiscal year 1968 the Limited Duty Officer Program will be reactivated and applications solicited. Input into the new LDO program will come entirely from chief warrant officers (men) in grades W-2 and W-3 who were appointed after calendar year 1964. Those selected will receive temporary appointments to the grade of ensign, USN, beginning fiscal year 1969.

Since reinstating the warrant program the Navy has planned to provide the E-6 and E-7 Navyman with a choice between the officer programs and the senior enlisted programs. Until now, however, applications have been accepted from men serving in pay grades E-8 and E-9.

For more information see BuPers Notice 1120 of 28 Sep 1966.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"Hey, Mike, some crazy boid just landed on your side."

• **WOUNDED**—Reassignment of enlisted personnel who are wounded as a result of hostile action in, or off the shores of, Vietnam is contingent upon two major rulings. They apply to those persons who are:

• Wounded on two separate occasions which require hospitalization in excess of 48 hours for each wound.

• Wounded three times regardless of the nature of the wound or treatment required for each wound.

A recent change of policy added the three times wounded portion and states that enlisted personnel who fall within these two categories will be reassigned, and will not be ordered to serve with units in Vietnam or aboard ships or units which have been directed to move into that area.

Further, according to BuPers Notice 1300 of 15 Sep 1966, an appropriate entry stating the reason for reassignment will be made in enlisted service records.

Officers wounded under the above conditions, however, will be reassigned on an individual basis after their physical classification has been reviewed by the Bureau of Naval Personnel.

Should an individual wish to waive reassignment, he may do so by submitting a request to BuPers for consideration.

Personnel who are wounded as a result of non-battle injuries do not fall under either of the two rulings mentioned and must qualify for reassignment on the basis of completed tours or as otherwise directed.

• **NEW SURVIVAL KIT**—Navy pilots flying aircraft armed with sophisticated missile systems soon will carry an arrowhead, just in case.

The arrowhead is included in a new survival, escape, and evasion kit recently developed by Naval Air Systems Command and Commander Naval Air Force, Pacific Fleet.

Initial quantities of the improved kit have been delivered to airmen in Southeast Asia. Medical items have been improved, and other components updated to meet combat requirements in the area.

In addition to medical items, each kit contains fishing equipment, signaling devices, sewing supplies, fire starters, food rations, a compass, sunglasses, a wire saw, a combination hacksaw and knife blade, mosquito headnet, mittens, and, of course, the arrowhead.

Each item is individually packed

in a watertight container and is held in place by adhesive until removed by hand. Flexible outer containers are used instead of the former rigid containers, which were uncomfortable when carried on the person.

1967 Placement Annual Can Be of Great Help To Retiring Navymen

Navymen who plan to retire or to enter the Fleet Reserve during the next 12 months probably will be interested in the *College Placement Annual 1967*.

The book contains articles helpful to job-seekers and summarizes the employment needs of more than 1800 corporate and governmental employers. A cross-index also lists employers by occupation and geographic location.

The 1967 *Annual* also contains information concerning the Graduate Resume Accumulation and Distribution (GRAD) System.

GRAD is a computerized program which provides a nationwide liaison between college placement offices and employers in business, education, industry and government.

Through this liaison, college graduates who retire from the Navy are given a means of presenting without cost to themselves their resumes to a large number of employers.

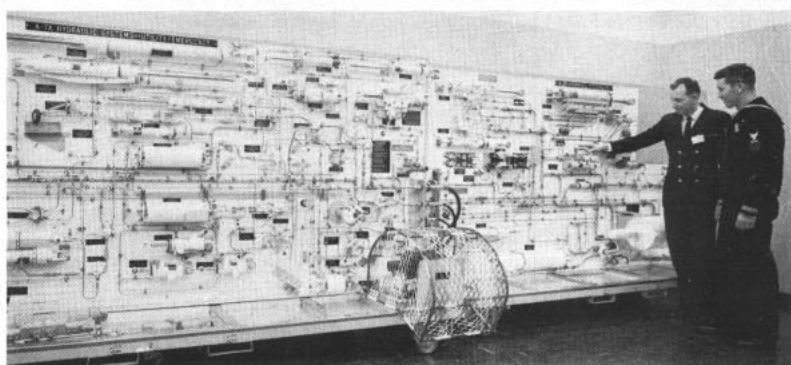
To participate in the GRAD Program, you must hold at least a bachelor's degree from a four-year college or university whose placement office is a member of a regional college placement association.

There is a GRAD resume form in each *College Placement Annual 1967*, one copy of which has been sent to each ship, station and major library.

Although additional copies of the 1967 *Annual* may be obtained through the Naval Supply Depot at Philadelphia, there are not enough copies available to supply each Navymen who will retire or enter the Fleet Reserve during the next year.

Those who wish to take advantage of the GRAD System are requested to obtain a copy of the resume from the Chief of Naval Personnel (Pers G-224)—not to remove the sample resume form from reference copies.

Information concerning the *College Placement Annual 1967* and the GRAD System is contained in BuPers Notice 1740 of 26 Sep 1966.



PIPE THIS—Hydraulic systems trainer for A-7A Corsair II has show how.

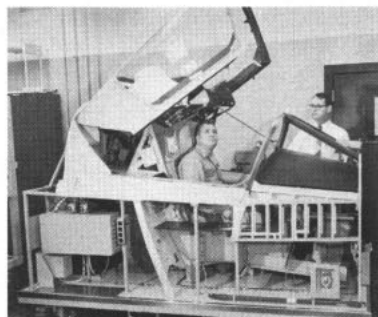
This Working Model Will Get Workout

A working model is worth more than a thousand pictures. A lot more. Instructors at Cecil Field, Fla., are operating on that theory as they check out maintenancemen from the various attack squadrons on the new A7A Corsair II, which soon will be joining the Fleet in large numbers.

To make it easier for the trainees to learn the aircraft, a set of mock-ups has been built by the people who made it. Incorporating actual airplane parts wherever possible, the training device is made up of 21 sections, each dealing with a function of the Corsair II.

Many of the three-dimensional schematics are laid out on vertical display panels, and the trainees can see cylinders slide back and forth, the landing gear go up and down, and various lights come on when the exhibit is in operation.

One of the units is an actual cockpit, used to train the maintenancemen in operation and upkeep of the ejection seat, canopy, and other parts.



MOCK-UP of ejection seat unit makes it easier to teach Navy maintenancemen how it works.

Some of the systems of the A7A which are duplicated in the mock-ups include: landing system, integrated hydraulics, engine, automatic pilot, electronic countermeasures equipment, communications system, radar, and weapons delivery.

The Cecil Field trainer is the first of two to be delivered to the Navy. The other is to be installed at NAS Lemoore, Calif.

LOT TO LEARN—Corsair II training device is made up of 21 sections.



THE BULLETIN BOARD

Medicare Act Amendments Expand Benefits for Navy Dependents

MOST NAVYMEN know about the Dependents' Medical Care Act (better known as Medicare). It has paid many a Navy dependent's bill at a civilian hospital when no uniformed services facility was available.

The Military Medical Benefits Amendments of 1966 have enlarged the coverage of the original act. Under the amendments, more and better services are available for Navy dependents, thereby keeping uncounted dollars in Navy pockets.

Regulations covering the civilian outpatient medical care program for dependents of Navymen have been issued. Regulations for the balance of the program going into effect on 1 January, have not. This summary is based primarily on the amendments and the few implementing details presently available.

Here, briefly stated, is an enumeration of the salient points to be found in the 1966 amendments:

- For spouses and children of Navymen there are new civilian outpatient care benefits effective 1 Oct 1966 and new inpatient civilian care benefits available 1 Jan 1967.

- For retired Navymen, their spouses and children, and spouses and children of deceased Navymen and deceased retired Navymen, there are new civilian inpatient and outpatient benefits available 1 January.

- Retired Navymen are authorized care in Veterans Administration facilities at Navy expense on a space available basis.

- A program of civilian care and training for physically handicapped and mentally retarded spouses and children of Navymen is inaugurated.

- Limited programing of space is permitted in new construction of uniformed services medical facilities for retired Navymen and their dependents.

- Reserve Title III retirees, those who are retired after 20 years of satisfactory federal service, no longer are required to have eight years of active duty to be eligible for medical care.

Here are the details concerning the coverage offered dependents

(spouses and children only) of Navymen on active duty for more than 30 days, and retired Navymen and their dependents (spouses and children only).

The eligible dependents of Navymen can now (effective 1 October) receive increased civilian outpatient benefits on a cost-sharing basis. On 1 January, they will be able to get the same civilian benefits in civilian hospitals. The greatly enlarged list of health benefits authorized, on either an inpatient or outpatient basis, is similar to many high option civilian health insurance plans but you don't have to pay the premium.

There is a *deductible* feature in the outpatient plan. The amount deductible before you can be reimbursed for outpatient expenses depends on the number of dependents you have.

If you have only one dependent, you are required to pay the first \$50 for outpatient care received by the dependent from a civilian source during a fiscal year. After the initial \$50 is paid, the government will pay 80 per cent of the remaining bill and you pay the other 20 per cent.

If you have more than one eligible dependent in your family, you would not have to pay more than \$100 of deductible per fiscal year.

In this case, too, the government pays 80 per cent of the outpatient

bill after the deductible amount is paid and you pay the remaining 20 per cent.

The Navyman or his dependent must also contribute towards the inpatient costs. The rule in effect after 1 January, however, will be the same as it is now. The patient must pay \$25 plus \$1.75 per day for each day over 14 days.

Remember, only spouses and children are authorized civilian care. The Navyman must be on active duty for more than 30 days.

Only the following health benefits are authorized:

- Insulin, and drugs for which the law requires a prescription.

- Treatment for medical and surgical conditions; for nervous, mental and chronic conditions; for contagious diseases.

- Maternity and infant care.

- Diagnostic examinations including X-ray, lab, basal metabolism, electrocardiograms, electroencephalograms and radioisotope examinations.

- Dental care as a necessary adjunct to medical or surgical treatment.

- Ambulance service and home calls when medically necessary.

- Rental of durable equipment, such as wheelchairs, iron lungs and hospital beds.

- Artificial limbs and eyes including initial issue and fittings, repair and adjustment.

- Routine physical examinations and immunizations, but only for dependents who are to travel outside the United States under orders because of the Navyman's duty assignment.

- Services of doctors of medicine, doctors of osteopathy, doctors of dental surgery, doctors of dental medicine, doctors of surgical chiropraxy and Christian Science practitioners.

- Services of nurses when authorized by a doctor or practitioner.

- Services of persons in the sciences allied to medicine when ordered by a doctor.

When the services of a qualifying physician are used, you can also be

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Say now, that's something I've always wanted to try . . . a chocolate mashed potato sundae!"

reimbursed for the services of persons specializing in medically allied sciences and for the service of a private duty nurse (including Christian Science nurses).

To make certain there are no misunderstandings concerning coverage, here are some services which are not covered by the 1966 amendments.

- Routine physical examinations and immunizations except when your family is under orders to travel outside the United States.

- Routine care for the newborn and well-baby care.

- Eyeglasses or examinations for them.

- Hearing aids and orthopedic shoes or prosthetic devices other than artificial limbs and eyes.

- Dental care except when necessary to medical or surgical treatment.

Qualifying dependents have free election to obtain civilian outpatient care. Nonavailability Statements are not required. The rules currently in effect for inpatient care will remain unchanged.

Expenses connected with dependents' medical care will be paid by civilian companies and organizations which are generally active in the field of civilian group health.

In the United States and Puerto Rico those companies that make payments to physicians, called physician's contractors, will also reimburse Navymen and their dependents for any amount owed by the government which they have paid.

The 1966 amendments now permit programing of space in uniformed services facilities for retired members and their dependents in areas where there is an expected large concentration of retired members, a future scarcity of civilian facilities, and there is a need for such patients to support a teaching and training program.

A change was also made in the definition of eligibility for certain retired Reserves. The completion of eight years of active service is no longer necessary for retired Reserves with 20 years of satisfactory federal service (Title III retirees). These and their dependents may receive care at both uniformed services and civilian facilities on the same basis as other retired members and their dependents.

A civilian program for mentally

retarded and physically handicapped dependents of active duty personnel also will be started on 1 January.

Care for physically handicapped or mentally retarded children and spouses of Navymen will be given in public or private non-profit institutions with the member paying a share of the cost.

The share will be based upon a scale ranging from \$25 per month for the lowest pay grade to \$250 per month for the highest. The government will normally pay no more than \$350 a month. However, if more than one child from the same family is involved, this amount will be increased.

Effective 1 January

Beginning 1 January, a new program of civilian medical care will become effective for retired Navymen, their spouses and children, and the spouses and children of deceased retired Navymen.

Both inpatient and outpatient care from civilian sources on a cost-sharing basis will be offered.

Inpatient care in civilian hospitals will cost the patient 25 per cent of the total charges. The rule for outpatient care is similar to the one for care of dependents of Navymen. The patient pays the first \$50 (or \$100 per family) deductible per fiscal year. After the deductible is

NOW HERE'S THIS

Aviation Safety Awards

The 1966 Admiral Flatley Memorial Award winners are USS Franklin D. Roosevelt (CVA 42), Bennington (CVS 20) and Okinawa (LPH 3). The award is given for superior performance in aviation safety. It is presented each fiscal year to one CVA, one CVS and one LPH.

Other nominees this year were USS Coral Sea (CVA 43), Essex (CVS 9) and Valley Forge (LPH 8). USS Saratoga (CVA 60), Shangri La (CVA 38) and Constellation (CVA 64) were ineligible for competition due to the limited number of landings recorded.

All Flatley Award nominees have outstanding safety records, so the final decision often involves other considerations as well. Two years ago, for instance, Okinawa had a near-perfect record but was edged out of the competition by USS Iwo Jima (LPH 2) which had an equally good record but more night landings.

At the time the Flatley Award winners were listed, the Chief of Naval Operations announced that 64,000 more carrier landings were

made in fiscal year 1966 than in 1965. During the same time, the landing accident rate decreased 22 per cent.

Each of the Flatley award winners will receive a trophy which will be retained on board for one year, then passed to the 1967 victors. When the trophy is transferred, it is replaced by a replica and a citation from the Chief of Naval Operations.

The CNO Safety Award, which also recognizes outstanding efforts to achieve aviation safety, is presented each year to aircraft squadrons which maintain the best safety records.

CNO Safety Award winners in NavAirLant were Fighter Squadron 11, Attack Squadron 36, Reconnaissance Attack Squadron Seven, Fleet Composite Squadron 10, Helicopter Antisubmarine Squadron One and Patrol Squadron 10.

In AirPac the top units were Fighter Squadron 213, Attack Squadron 192, Attack Squadron 165, Air Antisubmarine Squadron 23, Carrier Airborne Early Warning Squadron 13 and Patrol Squadron 17.

Winners in the Naval Air Training Command were Helicopter Training Squadron Eight, Training Squadron 31, Fighter Squadron 701, Air Antisubmarine Warfare Squadron 661, Air Transport/Fleet Tactical Support Squadron 871, Helicopter Antisubmarine Squadron 892.

Winning units of the Fleet Marine Force, Atlantic, were Marine Attack Squadron 324, Marine Light Helicopter Squadron 261 and Marine Aerial Refueling Squadron 252. FMF Pacific winners were Marine Fighter Attack Squadron 542, Marine Attack Squadron 223 and Marine Observation Squadron Six. Winning squadrons in the training command were Marine Fighter Squadron 511 and Marine Light Helicopter Squadron 769.



paid, the patient pays 25 per cent of the balance and the government pays 75 per cent.

The retired Navyman and those others listed above lose their eligibility when they reach 65. Medical care at that age is shifted to Social Security. The law also forbids any payment for a health benefit also payable under another health or insurance plan provided by law or through employment.

The same types of health care authorized for dependents of active duty members are also authorized for retired members and those others listed above.

Dependent parents and parents-in-law may not receive care from civilian sources.

As of 1 January, the use of Veterans Administration hospitals is also authorized for retired members who will be sponsored and paid for by the Navy. This use would be only on a space available basis.

Only dependents who have serious physical handicaps or moderate or severe mental retardation may receive care under this program.

When authorized, however, care will include diagnosis, inpatient, outpatient or home care, training, rehabilitation and special education, institutional care and transportation to and from facilities and institutions where such care is given.

Save Your Bills

There are two points you should remember in connection with outpatient care for your dependents from civilian sources:

- Save all your outpatient bills so you can prove the deductible amount has been paid.

- Remember that reimbursement is on the basis of the fiscal year (1 July to 30 June) and not the calendar year (1 January to 31 December).

The 1966 amendments, except for the new Title III Reserve retirees eligibility, do not affect the eligibility of retired men, or of dependents of Navy men, and deceased Navy men for care in inpatient of outpatient service facilities. Such care is still available subject to the availability of space and the capabilities of the staff.

- Inpatient civilian care is also still available until 30 December under the law as it was before the amendments. This benefit is limited, however, to spouses and children of

the active duty Navy men.

To refresh your memory, the following persons qualify as dependents of Navy men or retired Navy men:

- The wife or unmarried widow.

- The husband if he depends on his wife for more than one-half of his support.

- The unmarried widower if, because of mental or physical incapacity, he depended upon his wife for over one-half of his support at the time of her death.

- An unmarried legitimate child, including an adopted child or a stepchild, who has not reached 21.

- An unmarried child 21 or 22 who is enrolled in a full-time course of study in an institution of higher learning and is, or was at the time of the member's death, dependent upon him for over one-half of his support.

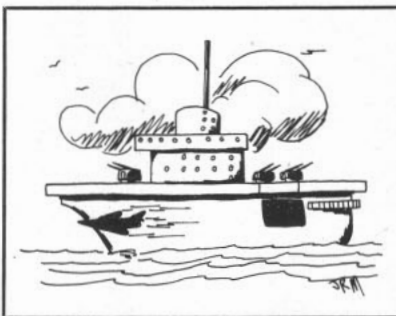
- Parent or parent-in-law who is or was, at the time of the member's death, dependent upon him for over one-half of support and residing in a dwelling place provided or maintained by the member.

Atlantic Reserve Fleet Transferred to CNM

The duties formerly assigned to Commander Atlantic Reserve Fleet have recently been transferred to the Chief of Naval Material. Administrative functions will be exercised through Commander Naval Ship Systems Command at Washington, D. C. The Atlantic Reserve Fleet formerly was administered from New York.

The functions of the Reserve Fleet Groups at Portsmouth, Va., Philadelphia, Pa., and Orange, Texas, were assumed by newly created shore activities in the same cities.

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"Control to pilot . . . make your next pass a bit higher."

The new shore activities are now called Naval Inactive Ship Maintenance Facilities and each has an officer in charge.

The new facilities will provide for the inactivation, security, maintenance and activation of naval ships.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Russians are Coming (WS) (C): Comedy; Carl Reiner, Eva Marie Saint.

Ride Beyond Vengeance (C): Melodrama; Chuck Connors, Michael Rennie.

That Man from Button Willow (C): Western Cartoon; Dale Robertson, Edgar Buchanan.

People in the Net: Mystery Drama; Hannes Messemer, Johanna von Koczian.

Those Magnificent Men in Their Flying Machines (WS) (C): Comedy; Stuart Whitman, Sarah Miles.

Cast a Giant Shadow (WS) (C): Melodrama; Kirk Douglas, Senta Berga.

Fantomas (WS) (C): Comedy; Mylene Demongoet, Louis De Funes.

13 Days to Die: Mystery Drama; Thomas Alder, Horst Frank.

A Swinging Summer (WS) (C): Musical Drama; James Stacey, Mary Mitchell.

LT Robin Crusoe, USN (C): Comedy; Dick Van Dyke, Nancy Kwan.

The 10th Victim (C): Comedy Drama; Marcello Mastroianni, Ursula Andress.

Stop the World I Want to Get Off (C): Musical Drama; Tony Tanner, Millicent Martin.

Tarzan and the Valley of Gold (WS) (C): Drama; Mike Henry, Nancy Kovak.

This Property is Condemned (C): Drama; Natalie Wood, Robert Redford.

Three on a Couch (C): Comedy; Jerry Lewis, Janet Leigh.

Duel at Diablo (C): Western; James Garner, Sidney Poitier.

Results of SecNav Task Force Recommendations: Interim Report

ON 14 FEB 1966, the results of the SecNav Retention Task Force findings were published in SecNav Notice 5420. Thus the 115 approved items in the Alford Report were ready for the second phase of the task assigned by the Secretary in his 1964 charter to the Task Force, that of implementation of approved recommendations.

Today there is no longer an Alford Task Force. The admiral is COMCRUDESFLT Two in Newport, R. I. However, selected members of the original Task Force, including Rear Admiral C. D. Nace, moved to the Bureau of Naval Personnel where they continue to function as Pers-13—a choice of numbers which will further erode the old superstition.

Pers-13 first developed a comprehensive program management plan for each recommendation, similar in principle to the plan used in the *Polaris* Program. This plan was formulated with the assistance of the various commands, bureaus and offices which would be responsible for the actual implementation of each program. Then the completed plan was issued as a master directive, at which time the real business of implementation went into high gear.

The duties of Pers-13 included keeping tabs on the progress toward implementation of the items. In recent months the file of completed recommendations has been growing.

To date 23 points of the report have gone into effect, and by the time this issue reaches the Fleet several more will have been added to the list. A number of projects are scheduled for completion in 1967 and the outlook continues bright for the implementation of those items planned for 1968 and beyond.

Enlisted Distribution

While the report itself was not released until February 1966, a major step along the lines of the recommendations was made by BuPers Notice 1306 of 16 Nov 1965. Publication of the directive coincided with recommendations 16, 17, 18 and 19. They were:

No. 16—Eliminate the active duty base date as a requirement for determining Seavey eligibility, and base requirements solely on time served on arduous sea duty.

No. 17—Modify the eligibility re-

quirements for overseas duty to permit assignment to duty regardless of dependency status.

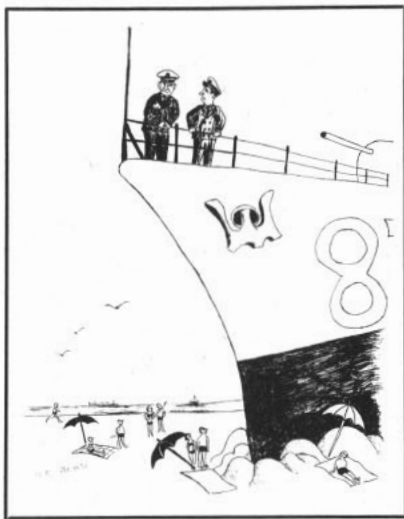
No. 18—Order personnel to all duty classified as preferred sea duty in a manner similar to that in which men are ordered for specific tour lengths to overseas and CONUS shore duty billets. When feasible, expand this program to include all types of sea duty.

No. 19—Vest in the Chief of Naval Personnel the sole responsibility for determining and designating the various types of duty for rotation purposes; under his direction develop criteria for, and establish, a list of all ships, units and activities that are either sea duty or shore duty for rotational purposes.

The import of the Notice was explained in *ALL HANDS* (see "Major Revision to Seavey-Shorvey System Will Interest You," page 48, January 1966). There were significant changes to the distribution system, including the establishment of a more equitable formula for sea-shore rotation.

Preferred sea duty billets, formerly credited as time afloat, were reclassified as neutral time and tours served in such positions ceased to count toward Seavey eligibility. As a result BuPers may now provide a reasonable and predictable balance between arduous sea duty and shore duty for each career Navyman.

All-Navy Cartoon Contest
ENS Dale C. Behse, USNR



"Does this mean I'll be taken off the OOD list?"

Desirable overseas shore billets which allow three- or four-year accompanied tours were reclassified shore duty, thus opening more opportunities for slow-rotating ratings. Many CONUS jobs were designated "G" billets (which do not require a man of any particular rating), further increasing the available shore duty for men in "tight" skills.

In recent months two additional recommendations which pertain to enlisted distribution have gone into effect. They are:

No. 21—Redesignate selected enlisted TAR billets as USN billets, to be filled to allowance by men of appropriate deprived ratings to improve sea-shore rotation for these ratings.

No. 22—Establish assignment to sea duty as a goal for all non-school designated recruits immediately after recruit training, and assignment to sea of "A" school graduates (SAs and FAs) on completion of school training. Where this is not feasible, insure that these men serve at sea later in their first enlistment.

Recommendation number 21 was put into effect on 14 Apr 1966 with the publication of BuPers Instruction 1220.31. Number 22 was implemented by a change to the *Enlisted Transfer Manual* which required that all class "A" school graduates who are ordered to shore duty directly from school must be reassigned to sea for a minimum of 14 months during their first enlistment.

Opportunity for Commissioned Officers

Several of the completed Task Force recommendations are of interest to naval officers. Two items, both of which pertain to education, were effective before the official publication of the report. They were:

No. 6a—Continue to assign the maximum number of qualified officer applicants to the Undergraduate Education Program, using civilian colleges or universities to meet billet requirements in excess of those available at Monterey.

No. 6b—Establish a degree completion plan to enable officers to complete their baccalaureate degree requirements, of one year or less, at a civilian college or university.

In recent months two more recommendations which will affect

career officers have been implemented:

No. 5—For more effective management pending enactment of the proposed Bolte legislation, utilize the non-continuation provisions of Title 10, U.S. Code 5734 with continuation boards convened for rear admirals at five- and 10-year service points, and non-continue approximately 50 per cent and 100 per cent of rear admirals at these points respectively.

No. 10b—Stress stimulation of career motivation in the midshipman program.

In reference to recommendation number five, the first non-continuation board is scheduled to meet in 1967. It will screen the first group of a five-year phase-in plan for screening flag officers with 30 years' commissioned service and five years in grade. The second recommendation, that dealing with the midshipman program, was implemented in June 1966.

Prestige and the Petty Officer

Early in 1966 three of the four items in Recommendation No. 60 became effective.

No. 60a—Establish a standard and meaningful character to the ceremony of advancement to (and within) the petty officer grades, providing for the oath-administering officer to read aloud the sections relating to increased responsibilities and the Navy's reliance upon the man's service as a petty officer, and calling for the enlisted man advancing to repeat his acceptance aloud before signing the Petty Officer Appointment Form.

No. 60b—Revise uniform regulations to make provisions for bag inspections for enlisted personnel applicable only to pay grades E-1 through E-4.

No. 60b—Revise the customs for formal oral address, including the introduction of enlisted men, and for written address, to provide for addressing petty officers (except E-7, E-8 and E-9) as "petty officer . . ." and non-petty officer grades as "Seaman . . .", "Fireman . . .", etc, instead of addressing these groups by their last names only.

BuPers Inst. 1430.7D, change transmittal seven, published in April 1966, required that men being advanced to or within the petty officer grades accept appointments orally.

BuPers Notice 1020 of 11 Apr

1966 deleted the requirement for bag inspection for all petty officers. Today, while all Navymen are responsible for maintaining a full bag, only those men E-1 through E-4 are subject to bag inspections.

BuPers Notice 1000 of 21 Jun 1966 revised the accepted form of formal address to conform with recommendation 60d. For more information see ALL HANDS, November 1966, page 56.

Only one item remains uncompleted in Recommendation 60, but it may well be implemented before this issue reaches the Fleet:

No. 60d—Establish a billet for the "Leading Chief Petty Officer of the Navy" and establish additional billets for "Senior Chiefs" in Fleet and type commands and between district staffs. Provide for a "direct dialogue channel" between enlisted personnel and the LCPO.

The selection process which will choose the LCPO is nearing the final stages. The master chief selection boards, which met early this fall, nominated 11 master chief petty officers for the new billet. The LCPO will be chosen from among the 11 by the Chief of Naval Personnel.

Educational Opportunities for Enlisted Men

Several completed items present possibilities for the enlisted man who seeks to further his formal education. They are:

No. 27—It is recommended the Navy accept the over-all concept of an Enlisted Career Education Plan.

No. 28—Establish the goal of an Associate Degree as a desired level of educational attainment for Navy

career enlisted personnel and promulgate as official Navy policy.

No. 36—Reinforce and amplify the STAR (Selective Training and Retention) Program.

The implementing instruction for recommendations 27 and 28 is Op-NavInst 1040.4, published 18 Aug 1966, BuPers Inst. 1133.13C, published in May 1966, put number 36 into effect.

The coordinated Enlisted Career Education Plan is intended to compare with civilian programs and to compete with opportunities in civilian life and thereby influence the selection of the Navy as a career. It integrates current Navy educational and training programs, self-study and participation in civilian educational programs of one or two years' duration.

In connection with the Associate Degree section of the career education plan, the Navy recently launched a pilot program, sending 75 petty officers to junior college to achieve an associate degree. For details see "Pilot Program: Junior College for Enlisted Men," ALL HANDS, October 1966, page 57.

The increased emphasis on the STAR program is expected to lead to increased participation by junior enlisted men, who will receive guarantees of assignment to certain schools in exchange for a commitment to serve a total of seven years on active Navy duty.

A Better Life for the Navy Family

Recommendations No 50, No. 53 and No. 72, all three of which have been completed, can be expected to increase the desirability of Navy life from the family point of view.

Item 72 will bring a distinct improvement in the medical care available to Navy dependents:

No. 72—Seek modification of the Dependents' Medical Care Act to provide comprehensive inpatient and outpatient care, including care for nervous and mental disorders of dependents and retired Navymen.

The required legislation has been passed by Congress, signed by the President, and became effective on 1 Oct 1966. Under the new rules civilian medical care is available to service families in accordance with a plan similar to that offered by high option civilian health insurance plans.

For the complete word on the new

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"Don'cha think it still needs a pinch of marjoram?"



"He couldn't find his bosun's pipe this morning."

Medicare plan, see roundup on page 46, this issue.

Recommendations No. 50 and 53 will increase the flow of information to Navy families:

No. 50—Reestablish a Dependents' Section in CHINFO with responsibility for emphasizing information flow to Navy wives and families. Use volunteer services of Navy wives, including the recently formed "Wifeline" organization.

No. 53—The Task Force recommends the establishment of family service centers at Navy shore stations with major emphasis on areas of Fleet concentration, to assist new arrivals or persons with special problems in obtaining the personnel services that they require.

Recommendation No. 50 became effective on 25 May 1966. No. 53 went into effect with the publication of OpNav Inst. 1740.1 in July 1966.

For additional information concerning the new Family Services Centers, see: "New Duty Station? Stop in to See the Family Services Center," ALL HANDS, October 1966, page 60.

And Here's More

Of the five remaining items on the completed list, two are of an operational nature, two concern professional dignity and the last pertains to an increase in the household effects weight allowance. They are:

No. 54—The Task Force recommends that LantFlt monitor and evaluate a PacFlt test of Fleet Competitive Scoring procedures with a

view to early adoption of improvements revealed, including those features which reduce shipboard workload.

The evaluation was completed in August 1966.

No. 82b—Make maximum use of computers to plan Fleet operating schedules as rapidly as possible.

Details of the recommendation have been withheld for security reasons, but the item is listed in Pers 13 as completed.

No. 51b—Delegate to commanding officers of ships and units the authority to certify eligibility for the Armed Forces Expeditionary Medal and the Vietnam Service Medal.

Commanding officers were given such authority by SecNav Notice 1650 of 3 Mar 1966.

No. 59—Assign to the Naval Inspector General the responsibility for conducting a continual review of all Navy policies, directives and procedures, and the implementing thereof, with a view to identifying and eliminating those which unnecessarily demean the dignity and

Personal Affairs Data Needed to Help Family While You Are Overseas

If you have received orders to a ship or unit due to head for Southeast Asia (or, if you're already there) you might ask yourself a couple of questions about your personal affairs. For instance:

- Is my Record of Emergency Data up to date?
- Have I executed an appropriate power of attorney?
- Have I arranged for a monthly allotment for my wife which is sufficient for her immediate needs if something should happen to me?
- Have I made a will?

If your answer to any of these questions is no, perhaps you should look a bit further ahead.

The Chief of Naval Operations has directed all commanders to stress the importance of these advance arrangements to personnel under their command, particularly those ordered to combat zones.

In recent months, there have been instances where the Navy had difficulty in assisting dependents of casualties and captured or missing personnel, simply because the man had not made advance preparation.

See your legal assistance officer.



"We'll have that bloody nose stopped in no time."

status of Navy personnel. Areas for initial consideration are: (a) Impediments to access by Navy personnel to rights of correspondence through channels and rights to take advantage of Request Mast; (b) the conduct of administrative searches afloat and ashore; (c) practices which challenge the word of an officer; (d) charity drive practices which deviate from the Navy policy that response to such drives be voluntary.

The Navy Inspector General assumed the responsibility after the publication of OpNav Notice 5040 of 8 Jul 1966.

No. 71a—Increase household effects weight allowance by 250 pounds for E-4 through O-2 for each dependent over two in number.

The increase was obtained in September.

And More to Come . . .

A number of recommendations may be expected to reach completion within the next few months. As they become effective, they will be reported in ALL HANDS.

A few items which merit special attention are:

No. 42—Raise cost limitations of family housing.

No. 52—Revitalize military standards of smartness and cleanliness in the Navy for formulation, dissemination and insuring uniform enforcement of a codified set of standards.

No. 15—Expand rating control to include all rates and ratings. Increase the officer and enlisted personnel necessary to carry out this program in the Bureau of Naval Personnel.

No. 23—Expand the "contract messman" program (civilian mess cooks) to include all shore activities.

NFO and NRFC: They Are Interested in Your Fiscal Well-Being

THE FAMILIAR—and highly welcome —“Pay Call” over the ship’s loud-speaker system can safely be said to take precedence over other popular calls of the sea, even “Liberty” or “Mess Gear.” In fact, pay call—afloat or ashore—has aroused feelings of anticipation in the hearts of Navymen wherever they are.

Pay call is an essential preliminary step to leave, liberty and recreation. It also means paying the rent, making another payment on the car, and other happy occasions. Except for the folding green involved, you probably haven’t given the subject much thought, but there’s a lot of work involved, and a sizable number of people required to make it possible for you to draw your pay regularly and on time.

Disbursing offices are always working under pressure. They must meet close deadlines, preparing for pay day every two weeks, while at the same time carrying on the daily business of settling claims, making special payments, effecting discharges and reenlistments, and performing a great variety of other disbursing tasks.

Keep in mind that these countless disbursing transactions involve paying out Uncle Sam’s cash and that the law requires every penny to be accounted for—EXACTLY: That is, no profit and no loss, for you or for Uncle.

Add to this the ever-present urgency of the business of a disbursing office in paying you on time, and the vast amount of paperwork which is required by law or regulation, and you begin to get some idea of how much work goes into paying your claims and your pay.

The next time you visit the pay office, look about and try to picture yourself in the pay clerk’s spot, wading through all those papers, and surrounded by those big disbursing manuals.

Each piece of paper, of whatever size, shape or color, has its significance because it represents dollars and cents in pay and/or allowances to you or your shipmate.

All disbursing offices have much the same problems in proportion to the number of people served, and the nature of services rendered. The problems of a destroyer may not be as numerous as those of an aircraft

carrier, but relatively speaking, they amount to the same because the small ship has fewer disbursing people to carry on the work.

The average shore station generally has more work to do with the same number of pay records because, as a rule, more individual pay actions take place ashore than afloat.

Let’s take a look at Navy Finance activities. It is the NFOs and NRFCs which usually have the biggest disbursing job of all because, in addition to handling a large number of active duty accounts, they serve a multiplicity of commands, each originating its own pay record orders. They also discharge and reenlist many personnel, serve large numbers of transient personnel in a leave or travel status, and settle claims. At one of the large NFOs, for example, some 185 separate commands are served, involving in excess of 15,000 active duty accounts. This NFO disburses an average of well over \$7,000,000 per month in pay and claims.

NAVY FINANCE OFFICES have an interesting history. They had their origin in the “Receiving Ship” or “Receiving Station” organizations of yesteryear. These activities served as receiving, processing and distribution points for personnel, including those for discharge and/or reenlistment. The pay office attached to

the receiving ship or station was an integral and very important component of the activity.

There actually were “receiving ships” in service, though usually they were pier-bound. Many of these ships had an illustrious history of naval service. Probably the most famous of these was “Old Ironsides,” *uss Constitution*, which served as a receiving ship at Portsmouth, N. H., between 1881 and 1897.

The fifth *uss Boston* served for many years as a receiving ship at Yerba Buena Island (formerly Goat Island) in San Francisco Bay. Still another ship, *uss Reina Mercedes*, had the distinction of serving in the navies of two countries.

Reina Mercedes was a ship of the Spanish Navy, and participated in the battle of Santiago Bay, Cuba, in which she was sunk. The U.S. later raised her and, as a prize of war, she was refitted and commissioned in the U.S. Navy.

Reina Mercedes served as a station ship at the U.S. Naval Academy for many years until recently, when she was sold for scrap.

Many of the current crop of Navy old-timers will recall other receiving ships, such as the “Mud-Bound Maru,” *uss Rigel* (AF 58), Receiving Ship, San Diego. Receiving ships went out of style shortly before World War II. Receiving stations continue to exist today, at New York, Norfolk, Treasure Island and other places.

Toward the close of World War II there were a vast number of individual disbursing offices in operation at shore installations in the U.S. Many of these served only the single command to which they were attached and were often located adjacent to one another. It became apparent that this was uneconomical in terms of money and manpower.

Also, with the end of hostilities, demobilization was the order of the day and often included the very disbursing personnel so essential for handling money matters upon separation.

SOMETHING had to be done, and quickly.

The answer was separation centers strategically located at various points in the United States, wherein a concentration of experienced clerical

All-Navy Cartoon Contest
David E. Cockrum, YN3, USN



“I think he’s had too much Shore Patrol duty!”

personnel was made possible from the pool of available manpower, geared to perform a mass operation.

The pay office was still an organizational component of the separation center, and was staffed predominantly with military personnel. Gradually, some of the military were replaced by civilians, many of whom were former DKs.

Beginning in early 1945, some of these separation center disbursing offices were redesignated Navy Accounts Disbursing Offices, the mission of which was to maintain the accounts of military personnel attached to commands within the naval district, pay transients, discharge and reenlist personnel, settle claims, pay civil rolls, and maintain the pay records of Naval Reservists in organized pay units.

At least one NADO was established in each naval district. The mission and location of NADOs have changed little over the intervening years, although their names have been changed to Navy Finance Offices, and some have been incorporated into NRFCs—Navy Regional Finance Centers, and NFCs—Navy Finance Centers.

Today there are 11 NFOs in operation, including one in Guam and one in Yokosuka, and eight military pay departments in NRFCs and NFCs. In the aggregate, these offices maintain over 230,000 active duty accounts—more than 30 per cent of all active accounts in the entire Navy. (The 100,000 plus Naval Reserve drill accounts are now maintained on a computer by the Navy Finance Center, Cleveland.)

WHAT DOES an NFO or NRFC do? Today's NFO and the military pay departments of Navy Regional Finance Centers are highly efficient Navy disbursing facilities, staffed with competent military and civilian personnel, and dedicated to the task of providing efficient, timely and economical disbursing service.

In addition to maintaining pay records and performing a variety of other Navy disbursing functions, *each month* these offices pay some 50,000 travel claims, process about 6500 discharges, retirements and reenlistments, and effect over 500,000 individual payments totaling approximately \$52,000,000. This is big business by any standard. The present trend of economy, here as else-

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"Well, Captain, you can't expect a man to remember everything! I mean, I just forgot my hat!"

where, has made it necessary to reduce the number of personnel employed in NFOs. The workload, however, has not decreased in the same proportion; therefore, new methods and techniques in machine use have been applied and are being applied, just as high cost of labor has forced industry to turn to automation.

Mechanization in NFOs, coupled with constantly improving office techniques, has been used with great success, resulting in greater accuracy of payroll maintenance, increase in volume capability and faster delivery

Rental Housing

Navy men who anticipate future use of Navy rental quarters will be interested to know that the cost, in some areas, has been reduced.

The Military Construction Act for Fiscal Year 1967 provides that rental for family quarters designated other than public quarters may not exceed 75 per cent of a man's BAQ allowance.

The law also provides an exception to this rule—that more than 75 per cent of the BAQ can be charged *if the additional amount is needed to maintain and operate the housing.*

Navy men now occupying Navy rental housing in areas where the cost of civilian housing is high have found little, if any, change in their rent bill. Those in areas where operating and maintenance costs are lower, however, experienced some relief from the high cost of living.

of the end product, namely, your pay check.

Payroll maintenance in the Navy appears to be particularly appropriate for machine adaptation, or "automation," because of the voluminous paperwork involving repetitive actions. However, the task is complicated because of the multiplicity and complexity of pay entitlements under varying conditions.

PAY IS A very personal matter. The principles of automation cannot be applied equally to all in computing pay, as is done in the manufacture of a certain size of nut or bolt. You have to consider changes in service and rate or rank, not to mention related items such as sea or shore assignment, marital status and number of dependents, additional duty assignments, etc. There is also the matter of various deductions such as income tax, allotments, fines and forfeitures (perish the thought!), and Social Security.

Despite the problems, however, important progress has been made in the use of machines in NFOs to maintain pay accounts, and to prepare payrolls and checks. One example of mechanization presently in use in NFOs is a unit which simultaneously performs actions in three areas: on the pay record, the money list, and a card check. Thus, in a single operation three clerical actions are performed which, if performed manually, would involve much more time and be far more susceptible to error.

The mechanized system was first tried at what was then NADO Philadelphia. It worked so well that it is now in wide use.

Under active consideration and planning for trial is a scheme for almost total mechanization, utilizing an electronic computer into which information is fed mechanically. The "brain" will then post changes to an account as they occur, compute pay, and balance the account.

There is also a machine which actually "reads" documents. Sound fantastic? It is "far out," but not as Buck Rogerish as it seems. Such a machine actually exists and is in use by postal authorities.

MACHINES, even the more simple ones, are expensive and can only be employed economically in a mass operation. Each NFO and

NRFC handles many thousands of accounts in repetitive cycles; therefore, a mechanized system in these offices is profitable in terms of man-hours saved. The more volume handled, the more economical the operation.

Another area in which Navymen are concerned, and one where disbursing plays a role, is that of travel claims. It's not unusual for the man in a travel status to be hard-pressed for funds, and the early settlement of travel claims is of paramount importance to morale.

In this field, Finance Centers and Finance Offices do a big job, not only in volume of output but in speedy payment of claims. Most claims are settled within two days after receipt, provided all necessary papers and endorsements are presented when the claim is submitted. But mail time often takes another couple of days, or sometimes longer.

In order to cut down on the time required to place a check in your hands (which is what counts) NRFC Norfolk developed a "pay while you wait" system.

The man presenting his claim in person is ushered to a chair beside the desk of one of the several claim clerks. The claim is prepared on the spot, signed, a check prepared, and the man is walking out with his money within the hour.

This procedure has worked so well that it has been made a regular procedure at other Regional Finance Centers and Finance Offices.

"Tidewater finance activities," have a big responsibility in serving the Fleet, particularly, small ships which do not have disbursing offices. When away from the home port, the commanding officer of such a ship has the pay records of the crew, but has no public money.

THIS IS WHERE the NRFCs and NFOs come in. Upon request, the NFO or NRFC will bring all accounts up to date, compute pay, prepare money lists and pay the crew, returning the accounts to the ship when all necessary entries have been made.

Another important aspect of Fleet support involves destroyer-type ships, for which "Afloat Branch" facilities have been established in seven of the Navy's tidewater finance activities.

When a ship is in port for a rea-

sonable length of time, its pay records and its DK may move ashore in the afloat branch, usually situated near the pier-head. The accounts are brought up to date and maintained properly under the watchful eye of an experienced finance activity supervisor.

Payments are made and travel claims are settled, while at the same time, the ship's DK is receiving expert training under the tutelage of competent NRFC or NFO personnel. Coordinated planning makes possible the payment to ship's company by either the finance activity or the ship's paymaster.

Military disbursing takes up much of the time of a destroyer disbursing officer, who is also the ship's supply officer. When accounts are moved ashore in the temporary custody of the NRFC or NFO, the paymaster can devote all of his time to important supply and replenishment tasks during the period in port. If the ship moves out, even on short notice, the DK and his pay records simply move back aboard.

Sooner or later you will have occasion to visit a Navy Regional Finance Center or Navy Finance Office, somewhere, in connection with your pay or your travel claim. When you do, you might remember that the NRFCs and NFOs exist for one purpose—to serve you.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 59—Announced approval by the Secretary of the Navy for the President of the report of selection boards which recommended promotion of line officers to the grade of commander.

No. 60—Announced the convening of selection boards to consider promotion of active duty line officers

(less TARs) for promotion to the grade of lieutenant commander.

No. 61—Cautioned naval personnel of possible pitfalls in the purchase of automobiles overseas.

No. 62—Discussed uniform allowance for temporary officers who elect saved pay.

No. 63—Announced approval by the Secretary of the Navy for the President of the report of selection boards which recommended staff corps officers for promotion to the grades of captain and commander of the Medical Corps, Medical Service Corps, Nurse Corps, Supply and Civil Engineer Corps.

No. 64—Discussed details of the Military Medical Benefits Amendments of 1966, effective 1 Oct 1966, which authorizes broadened civilian outpatient services for dependents.

No. 65—Announced approval by the Secretary of the Navy for the President of the reports of selection boards which recommended promotion of officers of the Chaplain Corps to the grades of captain and commander.

No. 66—Advised of an increase in the maximum interment allowance to \$300.

No. 67—Directed command attention to the safeguarding of government property.

No. 68—Discussed an increase in the selection base for the Navy Enlisted Scientific Education Program (NESEP).

No. 69—Announced approval by the Secretary of the Navy for the President of the report of the selection board which recommended promotion of women officers of the Marine Corps to the grades of lieutenant colonel, major and captain.

Notices

No. 1740 (26 September)—Described the uses of the College Placement Annual 1967, and the civilian employment assistance available for college graduates through the Graduate Resume Accumulation and Distribution (GRAD) system recently established by the College Placement Council.

No. 1120 (28 September)—Provided information concerning the reactivation of the Limited Duty Officer program and certain changes that will affect the eligibility requirements for the Warrant Officer program.

No. 1306 (12 October)—An-

nounced new normal shore tour lengths for certain yeoman pay grades.

No. 1611 (12 October)—Directed command attention to the necessity that mailing addresses indicated on Fitness Report Receipt forms include ZIP numbers.

Report Covers Details Concerning Assignment Of Sole Surviving Sons

With the increased manpower build-up going on in Vietnam, there is one question being asked nearly every man whose shadow is cast in that direction:

Are you the sole surviving son in your family?

If so, you're probably aware of the Navy's policy regarding such cases.

It states that "a sole surviving son may not be assigned to duties normally involving actual combat with the enemy if he or one of his parents submits a request for noncombat duty."

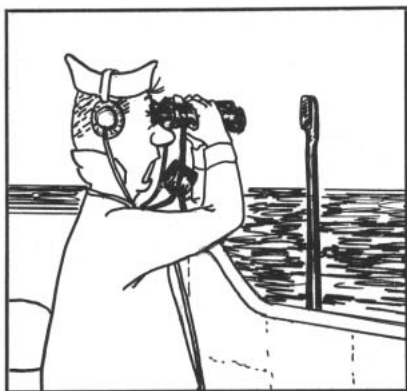
There's a lot to be considered in that statement, both pro and con.

According to the Navy's interpretation, a sole surviving son is the only remaining son in a family of which, because of hazards incident to service in the armed forces of the United States, the father, or one or more sons or daughters:

- Have been killed.
- Have died from wounds, accident or disease.
- Are missing in action or have been captured.
- Are permanently 100 per cent physically or mentally disabled, continually hospitalized, and not gainfully employed.

This latter condition is determined

All-Navy Cartoon Contest
John C. Fiedler, RD3, USN



"Periscope off the starboard bow, Sir!"

by the Veterans Administration or one of the military services.

The Navy defines combat duty as that which is designated by the Secretary of Defense wherein personnel receive hostile or combat pay.

Enlisted men may waive any request made by parents for them to be designated as sole surviving sons. Or, they may request to be discharged from the service, providing they become sole surviving sons after their enlistment in the Navy.

This applies to both active and inactive duty personnel, with two exceptions: Discharges are not approved for those individuals whose fathers or brothers or sisters are missing in action, or have been captured; and discharges are not authorized during a Congress-declared war or national emergency.

In the case of officers, including warrant officers, who are sole surviving sons, they may not be released from active duty until they have fulfilled their military obligation.

If an enlisted man is authorized a discharge, it will be under administrative conditions and will be labeled "For the convenience of the government." This in no way implies that it is less than honorable.

If you believe such a discharge will operate to your future disadvantage, you may remain on duty (whether active or inactive) in a regular status. Or, you may apply for an L-9 classification. This lists you as a sole surviving son.

Under this classification, you will be assigned only to those duties which do not place you in combat areas where you might actually come in direct contact with enemy forces.

Here again, however, there are alternatives to be considered.

To begin with, individuals holding L-9 classifications are not eligible for reenlistment, nor may they extend their current enlistment. Officers so classified will also be released from duty after they fulfill their obligation.

This is not to say, however, that once a man becomes classified L-9 that he cannot revert to his regular status.

In fact, the only way officer and enlisted limited-duty-classified personnel can remain in service beyond their initial obligation or enlistment is to request that their L-9 designation be removed from their records.

This can be done only when individuals submit a request to BuPers (via their commanding officer) asking that their L-9 designator be dropped. Included on the request must be this statement:

"I hereby waive my right to duty in noncombatant areas as a sole surviving son in accordance with BuPers Inst 1300.35A. I understand that I will henceforth be ineligible to exercise this right."

In other words, once an L-9 designation is removed from an individual's official file, he cannot again apply for a limited duty classification.

This is perhaps the most important consideration a designated sole surviving son must ponder if he's planning to make the military his career.

On the other hand, if he elects to carry the L-9 designator on record during his military tour, the Navy will do everything within reason to insure that he is not assigned duties in actual combat areas. Sometimes this takes some doing.

For example, when conditions arise which makes it necessary to order a ship or unit into a combat area unexpectedly, special measures must be taken to transfer or reassign all L-9 personnel before the movement.

Thus, if you are a sole surviving son and find yourself in any of the situations described above, it is suggested that you weigh carefully the various alternatives before making a decision.

Your final determination will affect not only your military tour but your family, your career and, in the long run, your entire life.

All-Navy Cartoon Contest
William R. Maul, CTC, USN





A FINAL TRIBUTE

NEW YORK NAVAL SHIPYARD

IT ALL BEGAN in 1637 when Joris Jansen de Rapalje, an immigrant from Holland who had settled in the section of New Amsterdam called Breuckelen, was granted the deed for 167 morgens and 406 rods of land by the Netherlands East India Company.

This small tract, perhaps 335 acres of mud flats, swamps and creeks purchased, like neighboring Manhattan Island, from the Indians for a few trinkets, was the land out of which the New York Naval Shipyard was to grow.

Most of this land remained in the Rapalje family until 1755. However, within those four generations which arose during the 120 years or so which had elapsed, the original tract had become divided into small parcels divided among the numerous heirs.

In 1781, a man named John Jackson, who had come to Brooklyn from Queens County with his two brothers Samuel and Treadwell, bought at auction for \$17,000 the west hill (where the Commandant's house stands—now occupied by Commander Eastern Sea Frontier) of the original tract from a great-grandson of the earlier Rapalje. Samuel Jackson bought another portion of the Rapalje estate and, in time, most of the remaining parcels held by the Rapalje heirs also came in possession of the two brothers.

Among brother John's purchases was a good beach and waterfront on Wallabout Bay (originally Bay of

Walloons). On this site he built a shipyard occupying about 30 acres. Here he built his first ship, a merchant vessel called *Canton*.

And it was here, in 1798, that John contracted to build for the U. S. government a small 28-gun frigate named *John Adams*, the first Navy ship to be built on the site of what was to become famous as the New York Naval Shipyard.

John Adams went on to take part in the War of 1812. However, she was burned by her commanding officer in 1814 at Hampden, Maine, so she would not fall into the hands of a large force of enemy ships which had bottled her up.

Nevertheless, *John Adams* had a greater significance than her naval career might indicate. It was this ship which brought Jackson's shipyard to the attention of the Navy Department.

WHEN Secretary of the Navy Benjamin Stoddert learned in 1800 that preparations were under way to sell the Jackson shipyard at auction, he wanted to know more about it.

He learned that the site offered many advantages for a first-class shipyard although, at the moment, it consisted of little more than a few ramshackle buildings, a sluggish pond used to age and season the oak beams and planking, and a muddy island.

As a result, early in February 1801, Francis Childs, acting as an agent for the government, purchased the shipyard site and part of the west hill, totaling 41.93 acres for the large sum of \$40,000.

And on 23 February of that year, Childs turned over this property to the government in return for his agent's fee of \$5.00. It is this date which has since been regarded as the birthday of the New York Naval Shipyard.

During the following 165 years, those 41 plus acres grew to 291, with 270 major buildings containing floor space of more than six million square feet, 18 miles of paved roads, nine piers, six drydocks, 24 miles of railroad tracks, 22 shops housing 98 different trades, plus warehouses, lumber yards, laboratories and every type of industrial facility needed to build, repair, berth and service the most modern ships afloat.

FEW INTIMATIONS of future glory were apparent during the first few years of the yard's existence. In fact, nothing happened at all for the first five years.

It was not until 1 Jun 1806 that the first commandant, Lieutenant Jonathan Thorn, USN, took command. He was still a midshipman when, upon oral orders from the Secretary of the Navy, he took command. (He was promoted in February 1807.) He served in this position until he was relieved by Captain Isaac Chauncey in July 1807.

It might be mentioned here that LT Thorn had a busy naval career. Appointed a midshipman in April 1800 at the age of 21, he served aboard *uss New York*, *Enterprise*, *Adams*, *Chesapeake* and *Congress*.

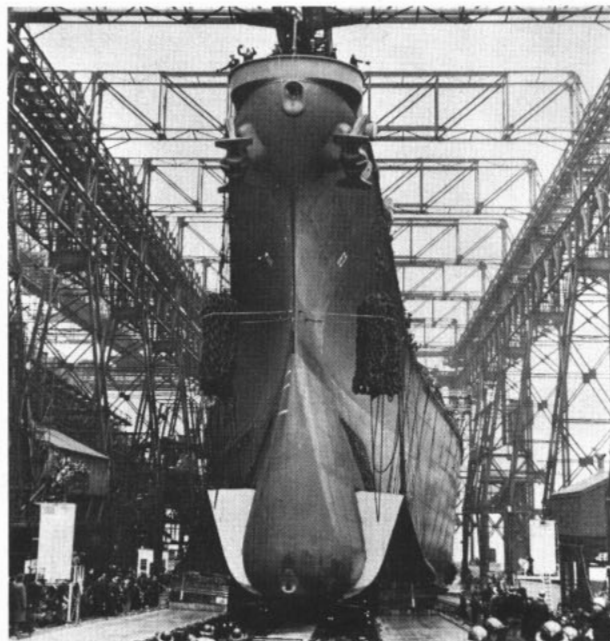
He served during the quasi-war with France and in the war with Tripoli he was one of the volunteers who took part in the destruction of the captured *Philadelphia*.

Three years after leaving the Yard, LT Thorn was in command of *Tonquin* in the Columbia River when Indians attacked the ship. To prevent the ship from falling into their hands, LT Thorn blew her up, killing himself and some members of the crew.

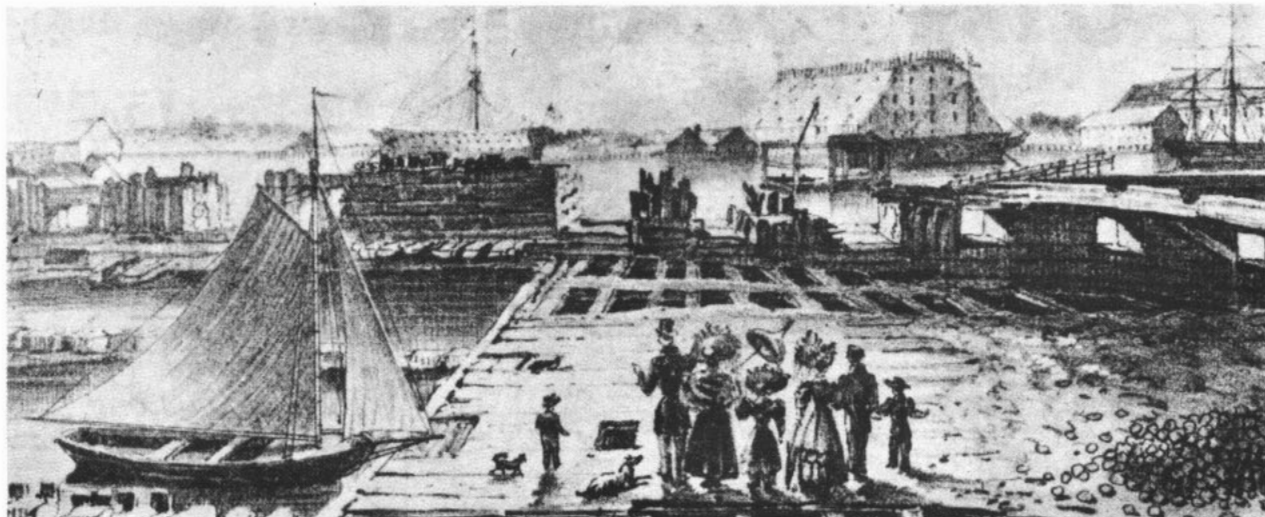
The first chores of the Yard during the command of LT Thorn and CAPT Chauncey were fitting out and support of ships during the raids on the pirates of the

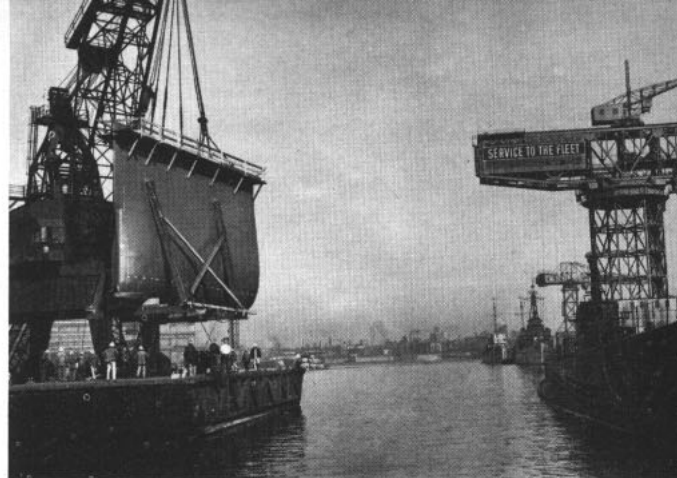


BIG DAY—Attack carrier *USS Constellation* (CVA 60) is christened in 1960 at the New York Naval Shipyard.



IT'S HISTORY—Drawing shows typical Navy Yard scene in 1830s. Above: *USS Missouri* (BB 63) is launched in 1944.





BUSINESS DAYS—USS *Pennsylvania* approaches the yard. *Rt*: Bow section for USS *Wasp* is lowered to lighter in 1952.

Barbary Coast and in the Caribbean, and during the War of 1812.

Shipbuilding did not actually begin until 1817, when the keel was laid for the 74-gun ship-of-the-line *Ohio*. At 2757 tons, she was the largest ship built in the United States up to that time. *Ohio* was launched in 1820 and it must be assumed that the Yard did an excellent job on her for she remained in service until 1879. She was sold in 1883.

By 1835, 10 more ships had gone down the ways—two frigates, four sloops-of-war, two schooners, a revenue cutter and a brig. (See page 60).

THE BIG CHANGEOVER from sails to steam came to the Yard in 1837, when *Fulton II*, a nine-gun paddle-wheel steamer, was launched. At the time, she was considered the world's first large-size steam-powered ship.

In the years between the launching of *Fulton* and the beginning of the Civil War, nine more ships were launched and many more were fitted out. This meant that when the war actually began, the Yard was well prepared to build and outfit ships for the Union Navy.

During the four-year conflict, the Yard built 14 ships and converted 416 commercial ships to combat status.

Colonial Carpenter's Mates Erected Commandant's House of Hand-hewn Oak

Standing on a small hill overlooking the Shipyard is the former Commandant's House. It serves as an excellent example of the type of work done in the early days of the Yard.

It was designed by Charles Bulfinch, built in 1805-1806, and is regarded as an outstanding example of colonial architecture. In 1963 it was designated by the Landmarks Preservation Commission of New York City as one of the chief historical landmarks in the five boroughs of New York.

Originally, it consisted of a cellar, parlor floor, and two upper sleeping floors. The original back parlor (later used as a dining room) is oval shaped and is

famous for its design. Two other rooms similar in design and by the same architect exist in the Commandant's Quarters at the Portsmouth, N. H., Naval Shipyard and in the White House.

Originally, the dining room and the kitchen were in the basement and the entrance was level with the garden. The basement-kitchen has a large open fireplace where the cooking was done. Later, a large coal range was installed in the open fireplace.

The original house is framed in hand-hewn oak, with the trees cut to size. No nails were used in the framing. The joints were held together by a mortise and tenon with an oak pin one inch in diameter.

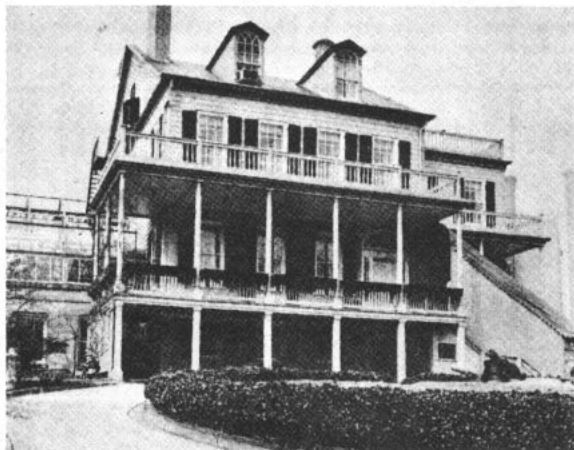
Floor beams 32 feet long were also hand-hewn oak and extended from wall to wall. The original floor boards were 10 inches wide and two inches thick.

Such nails as were used in other parts of the building were hand made of wrought iron and, after all these years, were as good as new.

Throughout the house, the trim was of hand-carved in the many coats of paint that had been applied over mahogany. Many of the details, however, were lost the years. In 1926, for example, 45 pounds of old paint were removed from one door; and even then, the workmen had not succeeded in getting down to the raw wood.

Chandeliers of beaten bronze highlighted the parlor and the dining room. They had been altered from time to time to suit the method of lighting then in vogue. First, tallow and wick in the small Grecian urns; then gas; and finally, electricity.

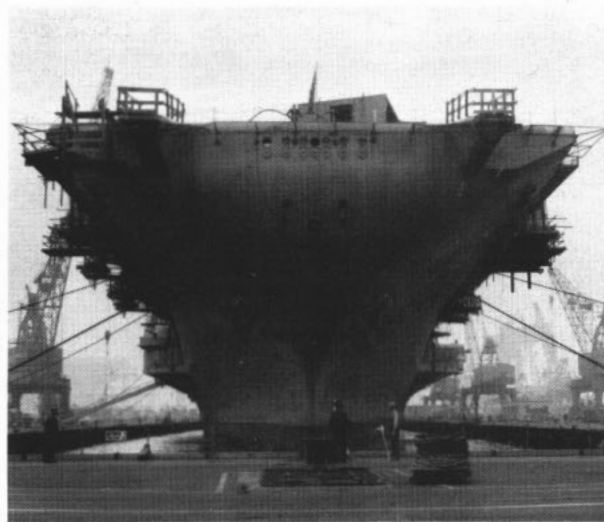
They knew how to build houses in those days.



OLD-TIMER—Commandant's house completed in 1806.



DRYDOCKING—Hull of USS *Independence* takes shape in drydock. Rt: USS *Franklin D. Roosevelt* ties up in No. 5.



The most famous warship of the era to appear at the Yard was John Ericsson's *Monitor*, which was built at a nearby shipyard and was fitted out and commissioned at the New York Shipyard. It was *uss Monitor*, as you may recall, which went on to engage *css Merrimac* (more correctly known as *css Virginia*) in the historic battle of the ironclads in Hampton Roads.

During the Civil War, work at the Yard went on without cessation, day and night, and the wharves were never without ships fitting out for sea, and preparing for blockade duty. In 1861, average employment at the Yard was 1650 men and the year's expense for labor was \$679,000. By 1865, these figures had risen to an average employment of 5000, and the labor expense amounted to nearly \$4,000,000.

When peace came, work at the Yard slackened. There followed a period of comparatively little activity, during which two drydocks and some buildings were constructed, berthing areas dredged, and an occasional ship was repaired or overhauled.

Throughout the final decade of the 19th century, work and contracts slowed to a trickle, but out of the Yard came one of its most famous products—the battleship *uss Maine*. Her keel was laid 18 Oct 1888, she was launched 18 Nov 1890 and commissioned 17 Sep 1895. She displaced 6682 tons and carried 10 guns in her main battery.

It was the explosion of *Maine*, blown up in Havana Harbor on 15 Feb 1898, that was one of the contributing factors of the Spanish-American War.

THE TURN OF THE CENTURY ushered in an unprecedented era of heavy shipbuilding for the Yard. Ships were becoming longer and heavier, and the shipbuilding ways, enlarged for the construction of *Maine*, were soon obsolete. By 1903, it was necessary to rebuild the ways to accommodate the first-class battleship *uss Connecticut* (BB 18), the first such to be built at the Yard.

Commissioned 29 Sep 1906, she was soon followed by increasingly heavier ships, including *uss Florida* (BB 30), at 22,000 tons, and *New York* (BB 34), at 27,000 tons.

The largest dreadnought of the era was the 31,400-ton *uss Arizona* (BB 39), commissioned barely six months before the outbreak of World War I. It was

this ship which was sunk during the attack on Pearl Harbor on 7 Dec 1941.

Throughout the 20 months of United States' participation in World War I, the Yard's waterfront was busy with the building and reconditioning of ships, including three seized German ships which were converted to troop transports.

AT THE END of World War I, shipyard employment had reached 18,000, but this number dropped sharply during the peace years. After the launching of *uss Tennessee* (BB 43), on 30 Apr 1919, 10 years elapsed during which no naval ships were built. The Yard was shifted to a virtually standby basis.

With the launching of the cruiser *uss Pensacola* (CL 24), the tempo picked up again. A heavy cruiser, three light cruisers, two destroyers, two Coast Guard cutters and a gunboat were built during the '30s.

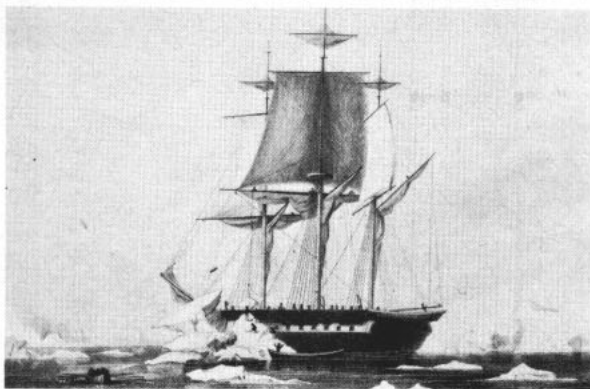
In 1937, the keel of the 35,000-ton *uss North Carolina* (BB 55) was laid, signaling the beginning of further battleship construction which reached a climax in 1943-44.

Among these battleships built at the Yard was *uss Missouri* (BB 63) on whose decks the surrender documents ending World War II were signed on 2 Sep 1945.

During World War II, 70,000 people worked every day, around the clock. For the first time, because of the manpower shortage, women boarded ships and worked alongside men as helpers and mechanics.

Between the beginning and end of the war, the Yard repaired more than 5000 ships, converted about 250 others and built three battleships and four aircraft carriers.

The most notable, yet typical, example of the repair work done during this period concerned the aircraft carrier *uss Franklin* (CV 13). Hit by two bombs in March 1945 while operating near the coast of Japan, *Franklin* lost all power, took a 13° starboard list, lost all radio communications and broiled under the heat of resultant fires from her aviation fuel. CIC and airplot were knocked out. Ammunition, bombs and rockets exploded for days. Many of the crew were blown overboard, driven off by fire, killed or wounded, but the survivors who remained aboard saved their ship by



EARLY JOB, LAST JOB—Vincennes was launched in 1826. USS Duluth (LPD 6) hit water in summer of 1965.

From Two-gun Schooner to 60,000-Ton Constellation

During its 165 years of existence as a U. S. Naval Shipyard, 93 ships were built at the New York Naval Shipyard. They ranged in size from the two-gun schooner *uss Pilot* to the 60,000-ton *uss Constellation* (CVA 64); and in point of time from *uss Ohio* launched in 1820 to *uss Duluth* (LPD 6), launched in August 1965.

Here is a list of those ships.

Name	Type	Launched			
Ohio	74-gun, ship of the line, 2757 tons	30 May 1820	Kenosha	screw steamer	8 Aug 1868
Savannah	44-gun frigate	5 May 1842	Alarm	torpedo boat	13 Nov 1873
Sabine	44-gun frigate	3 Feb 1855	Swatara	6-gun steam sloop	17 Sep 1873
Vincennes	18-gun sloop, 700 tons	27 Apr 1826	Trenton	19-gun frigate, 2300 tons	1 Jan 1876
Fairfield	18-gun sloop	28 Jun 1828	Maine	second-class battleship, 6682 tons	18 Nov 1890
Lexington (2)	18-gun sloop, 691 tons	9 Mar 1826	Cincinnati	protected cruiser, 3183 tons	10 Nov 1892
Peacock (2)	18-gun, second class sloop	30 Sep 1828	Pennacook	steel yard tug	29 Oct 1898
Morris	revenue cutter	30 Jun 1831	Connecticut (BB 18)	16,000-ton battleship	29 Sep 1904
Enterprise (3)	10-gun schooner, 194 tons	26 Oct 1831	Vestal	12,000-ton Fleet collier	19 May 1908
Dolphin	10-gun brig, 224 tons	17 Jun 1836	Florida (BB 30)	22,000-ton battleship	12 May 1910
Pilot	2-gun schooner	Sep 1836	New York (BB 34)	27,000-ton battleship	30 Oct 1912
Fulton (2)	9-gun paddle wheel steamer	18 May 1837	Arizona (BB 39)	31,400-ton battleship	19 Jun 1915
Levant	18-gun sloop	28 Dec 1837	New Mexico (BB 40)	32,000-ton battleship	23 Apr 1917
Decatur	16-gun sloop	9 Apr 1839	Tennessee (BB 43)	32,000-ton battleship	30 Apr 1919
Missouri	10-gun paddle wheel steamer, 1700 tons	7 Jan 1841	Pensacola (CL 24)	9100-ton cruiser	25 Apr 1929
Somers	10-gun brig	16 Apr 1842	YF 221	covered freight lighter	28 Sep 1932
San Jacinto	6-gun sloop	16 Apr 1850	New Orleans (CA 32)	9950-ton cruiser	12 Apr 1933
Albany	20-gun sloop, 1064 tons	27 Jun 1846	Hull (DD 350)	1395-ton destroyer	31 Jan 1934
Fulton (3)	9-gun paddle wheel steamer	30 Aug 1851	Dale (DD 353)	1395-ton destroyer	23 Jan 1935
Niagara	40-gun steamer, frigate	23 Feb 1856	Erie (PG 50)	2000-ton gunboat	29 Jan 1936
Iroquois	6-gun steam sloop	12 Apr 1859	Brooklyn (CL 40)	9700-ton cruiser	30 Nov 1936
Oneida	9-gun steam sloop	20 Nov 1861	Alexander Hamilton	Coast Guard cutter	6 Jan 1937
Octorora	6-gun side wheel double ender	7 Dec 1861	John C. Spencer	Coast Guard cutter	6 Jan 1937
Adirondack	9-gun steam sloop	22 Feb 1862	Honolulu (CL 48)	9650-ton cruiser	26 Aug 1937
Lackawanna	9-gun steam sloop	9 Aug 1862	Helena (CL 50)	10,000-ton cruiser	27 Aug 1938
Ticonderoga	9-gun steam sloop	16 Oct 1862	North Carolina (BB 55)	35,000-ton battleship	13 Jun 1940
Shamrock	8-gun side wheeler, double ender	17 Apr 1863	Iowa (BB 61)	45,000-ton battleship	27 Aug 1942
Mackinaw	8-gun side wheeler, double ender	22 Apr 1863	Missouri (BB 63)	45,000-ton battleship	29 Jan 1944
Peoria	8-gun side wheeler, double ender	29 Oct 1863	YR 34, YR 35	floating workshops	25 Nov 1941
Tulahoma	8-gun side wheeler, double ender	28 Nov 1863	LSTs 311, 312, 313, 314	landing ship, tank	30 Dec 1942
Algonquin	12-gun side wheeler, double ender	31 Dec 1863	LSTs 315, 316, 317, 318	landing ship, tank	23 Jan 1943
Maumee	7-gun steam sloop, 593 tons	2 Jul 1863	Bennington (CV 20)	27,100-ton aircraft carrier	26 Feb 1944
Nyack	3-gun sloop	6 Oct 1863	Bon Homme Richard (CV 31)	27,100-ton aircraft carrier	29 Apr 1944
Miantonomah	double-turreted monitor	1863	Franklin D. Roosevelt (CV 42)	45,000-ton aircraft carrier	29 Apr 1945
Puritan	double-turreted monitor	1864	Kearsarge (CV 33)	27,100-ton aircraft carrier	5 May 1945
Madawaska		8 Jul 1865	Oriskany (CV 34)	27,100-ton aircraft carrier	13 Oct 1945
Wampanoag	screw steam sloop	15 Dec 1864	Saratoga (CVA 60)	56,000-ton aircraft carrier	8 Oct 1955
Quinnebaug	10-gun steam sloop	31 Mar 1866	Independence (CVA 62)	56,300-ton aircraft carrier	6 Jun 1958
Mosholu	13-gun steam sloop	1865	Constellation (CVA 64)	60,000-ton aircraft carrier	8 Oct 1960
			Raleigh (LPD 1)	amphibious transport, dock	17 Mar 1962
			Vancouver (LPD 2)	amphibious transport, dock	15 Sep 1962
			La Salle (LPD 3)	amphibious transport, dock	3 Aug 1963
			Austin (LPD 4)	amphibious transport, dock	27 Jun 1964
			Ogden (LPD 5)	amphibious transport, dock	27 Jun 1964
			Duluth (LPD 6)	amphibious transport, dock	14 Aug 1965



LT Jonathan Thorn
1806-07



CAPT Isaac Chauncey
1807-13



CAPT Samuel Evans
1813-24



CAPT George W. Rogers
1824

THE STARTERS—These Navy officers above were the early bird commandants of the New York Naval Shipyard.

sheer valor and tenacity. Salvage of the ship remains to this day one of the classics in damage control lore.

Franklin was taken in tow by *uss Pittsburgh* (CA 72) to Pearl Harbor where she was cleaned up sufficiently to enable her to proceed under her own power to the States and the New York Shipyard.

Here, all her armament was replaced, more than 80 per cent of her superstructure was cut away and rebuilt, and the entire ship rewired.

For work such as this, the Navy Yard earned the Navy "E" for six consecutive years.

SINCE WORLD WAR II, aircraft carriers have been the Yard's major product. With the development and improvement of the carrier-based aircraft in the late '40s and early '50s, a Navy-wide carrier conversion program was undertaken. As a forerunner to this trend, the Yard designed and installed an experimental angled flight deck for the carrier *uss Antietam* (CVS 36). The results provided influence on future significant carrier design.

Throughout the early 1950s several aircraft carriers such as *uss Wasp* (CVS 18), *Bennington* (CVS 20), *Hornet* (CVS 12) and *Ticonderoga* (CVA 14) arrived in the Yard for conversion to jet operations.

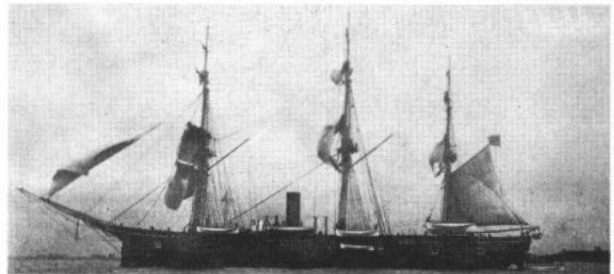
JUST IN TIME for Korea.

World War II ships on active duty were modernized; others were taken out of mothballs to join them. Employment, which had dropped after the war, rose to 22,000 in 1952.

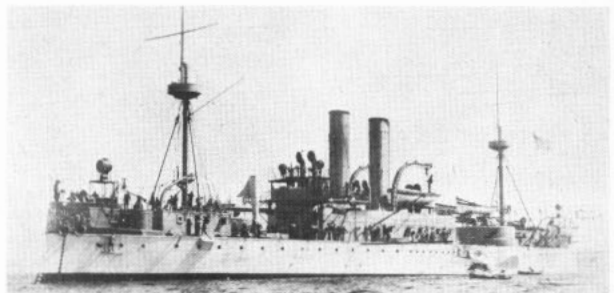
The signing of the truce in Korea did not bring about the usual slack period. A program of new carrier construction started in December 1952 with the laying of the keel of the 60,000-ton *Saratoga*. She was commissioned in April 1956 and, before the '50s had ended, two more large carriers, *Independence* and *Constellation*, were begun.

Meanwhile, other jobs were underway. Under the FRAM program, World War II destroyers and carriers were updated and fitted out for more modern antisubmarine warfare.

The cruiser *uss Topeka* (CL 67) was converted to a



USS Trenton, 19-gun frigate, launched 1876



USS Maine, launched 1890

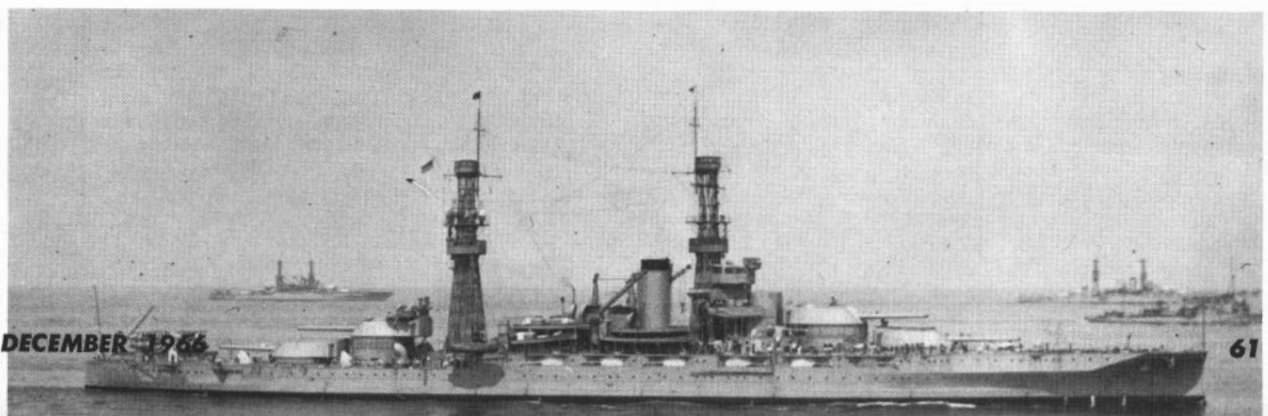
missile carrier (CLG 8). A former merchant vessel was fitted out with experimental bow stabilizers and modern navigational equipment and renamed *uss Compass Island* (AG 153), to join in the FBM program.

In November 1964, the Yard was busy with the construction of six LPDs (Amphibious Transport Dock) when it received its orders to prepare for closing. The last of the LPDs, *uss Duluth* (LPD 6) sailed from the Yard in February 1966.

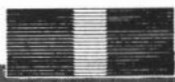
By the time the Yard was closed officially, on 25 Jun 1966 at 1200, almost all the buildings were closed and empty. The piers, the drydocks and the building ways stood idle. Grass had started to sprout in the streets and between the ties of the railroad tracks. The cranes and railway cars stood still in their tracks and had started to gather rust.

The New York Naval Shipyard had come to an end.

USS Arizona (BB 38) launched 1915



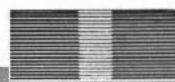
DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ WESTIN, BRIAN E., Lieutenant (jg), USNR, while serving as a bombardier/navigator in Attack Squadron 85 during a combat mission over North Vietnam on 27 Apr 1966. When his pilot was seriously wounded and partially incapacitated during a daylight bombing run, LTJG Westin, by calmly coaxing and physically assisting him in the control of the aircraft, succeeded in reaching the open sea. He made sure that the semiconscious pilot ejected safely before he left the plane. After he was picked up by a rescue helicopter, LTJG Westin directed the crew to the estimated position of his pilot. When the latter was unable to enter the rescue sling because of his injuries, LTJG Westin reentered the water to assist him, despite the fact that a shark was spotted near the bleeding victim. Following the rescue of the pilot, and before his own retrieval, the hoisting device aboard the helicopter malfunctioned. Realizing the urgency of immediate medical attention for the now unconscious pilot, LTJG Westin waved the helicopter away and remained in the shark-infested water until the arrival of a second rescue helicopter five minutes later. Through his quick thinking and cool courage in the face of grave personal risk, he was directly responsible for saving the life of the pilot. His heroic efforts were in keeping with the highest traditions of the U. S. Naval Service.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BLACKBURN, PAUL P., JR., Vice Admiral, USN, as Commander U. S. Seventh Fleet from March to October 1965. During this period of ever-increasing tension in Southeast Asia, VADM Blackburn led the world's largest and most powerful task fleet. Under his direction, Seventh Fleet forces remained vigilant and responsive to the increased tempo of operations, quickly and effectively translating na-

tional policy decisions into appropriate actions. His successful introduction of new units into the Fleet increased combat support of vital importance in the attainment of U. S. objectives.

★ CLAREY, BERNARD A., Vice Admiral, USN, as Deputy and Chief of Staff to Commander in Chief U.S. Pacific Fleet, from June 1964 to August 1966. VADM Clarey exercised the broad authority delegated to him in order to prepare the U. S. Pacific Fleet for combat operations in remote areas on a sustained basis, and to provide the means for precise control over, and adequate support for, Navy and Marine Corps forces committed to those operations. Through his analyses of the military situation in Vietnam, he revealed new ways to exploit the inherent flexibility of naval forces in the conflict. As a result, the Navy has assumed a major role in the U. S. military effort in Southeast Asia.

★ MASTERSON, KLEBER S., Vice Admiral, USN, as Commander U. S. Second Fleet from 17 Apr 1964 to 22 Aug 1966. Responsible for maintaining the principal naval striking force in the Atlantic area at a high level of readiness, VADM Masterson ensured maximum effective use of all resources, services and facilities available to and within the Second Fleet by initiating a new operating plan which split the Fleet into two sections—a Blue Group and a Gold Group—each composed of a full task group, alternating between training at sea and upkeep in port. As a result of this concept of operations within the Second Fleet, a high level of readiness was maintained, more efficient use of resources and services was achieved and the morale of Fleet personnel was enhanced. In his role as Commander Joint Task Force 122, VADM Masterson personally directed the initial and most vital phases of the U. S. military operations in the Dominican Republic crisis. As Commander Striking Fleet Atlantic—the major NATO naval command—he directed the forces which contributed to the success of numerous NATO, U. S. Atlantic Command and U. S. Atlantic Fleet training exercises.

★ RAMAGE, LAWSON P., Vice Admiral, USN, as Commander U. S. First Fleet from July 1964 to July 1966. During this period, VADM Ramage increased the readiness of forces assigned to the First Fleet, ensuring that units deploying to Southeast Asia were ready for any contingency. This was accomplished through training and Fleet exercises

under conditions closely simulating those that would be encountered in Southeast Asia. Lessons learned in the combat environment of Southeast Asia were widely disseminated. New tactics were developed and incorporated in Fleet exercises, and requirements for improved and new equipments were brought forth.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BAGLEY, DAVID H., Captain, USN, as Executive Assistant and Naval Aide to the Under Secretary of the Navy from 15 May 1964 to 15 Aug 1966, for his role in planning and executing a realignment of functions within the Offices of the Secretary and the Under Secretary of the Navy, which culminated in the establishment of the Office of the Deputy Under Secretary of the Navy (Manpower).

★ CRAWFORD, EARL R., Rear Admiral, USN, as Commander Amphibious Group Two, from 5 May 1965 to 18 May 1966, for his contributions to the successful testing and evaluation of many new tactical and protective innovations, especially in the areas of command, control and coordination of multideck LPH assault landing operations, and communications reliability in normally difficult reception areas.

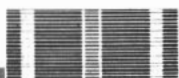
★ FLAHERTY, MICHAEL F. D., Rear Admiral, USN, as Commander Training Command U. S. Atlantic Fleet, from January 1963 to September 1966, for maintaining a high level of performance in the command during a period of constantly and rapidly changing training requirements generated by new management programs and new ships, weapons and electronic systems.

★ NORTHWOOD, ROBERT H., Rear Admiral, SC, USN, while serving successively as Deputy Commander and as Commander, Defense Electronics Supply Center, from February 1962 to May 1966, for a significant contribution to the accomplishment of the over-all mission of the Defense Supply Agency and to the Department of Defense concept for consolidated management of common supplies and services.

★ STANSBURY, GEORGE L., III, Lieutenant Commander, SC, USN, as Assistant Head, Operations and Technical Section, Joint Petroleum Office, Logistics Division, Headquarters Pacific Command, from 26 Jun 1963 to 28 Dec 1965, for his work in the establishment of managerial procedures and techniques for the coordination of all bulk petroleum cargo movements in support of current operations throughout the Pacific Command.

Gold Star in Lieu of Second Award

★ MASON, REDFIELD, Rear Admiral, USN, as Commandant, Third Naval District, from January 1963 to August 1966, for substantially extending and improving the Navy image throughout his area of responsibility.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ NICKERSON, WILLIAM B., Lieutenant (jg), USNR, posthumously, as Bombardier/Navigator of an aircraft in Attack Squadron 85 during a bombing mission against the vital Qui Vinh railroad facility in North Vietnam on 16 Apr 1966. LTJG Nickerson demonstrated outstanding skill and courage in the face of heavy antiaircraft fire, resulting in direct hits which devastated two large areas of the railway and destroyed several of the standing railway cars. His determined efforts in accurately navigating the aircraft and aiding in the attack were in keeping with the highest traditions of the U. S. Naval Service.

★ TIDERMAN, JOHN M., Lieutenant Commander, USN, posthumously, as a pilot in Attack Squadron 94, embarked in *USS Enterprise* (CVAN 65), during operations against enemy aggressor forces in Vietnam from 2 Dec 1965 to 21 Mar 1966. On numerous combat missions in support of friendly forces against heavily defended targets, LCDR Tideman carried out damaging attacks in the face of adverse weather and intense and accurate hostile fire, contributing greatly to the success of many vitally important combat strikes.

★ WEIMORTS, ROBERT F., Lieutenant Commander, USN, posthumously, as pilot of an aircraft in Attack Squadron 85 during a bombing mission against the Qui Vinh railroad facility in North Vietnam on 16 Apr 1966. LCDR Weimorts braved intense and accurate antiaircraft fire and the constant threat of surface-to-air missiles while pursuing the attack against one of the most heavily defended links in the rail supply

line between North Vietnam and the Viet Cong aggressors in the south. During the bombing runs, in which the lead aircraft was damaged by flak, he demonstrated a coolness under heavy fire which resulted in the destruction of two large areas of the railway and several of the standing railroad cars. LCDR Weimorts' outstanding courage and skill were in keeping with the highest traditions of the U. S. Naval Service.

Gold Star in Lieu of Second Award

★ NICKERSON, WILLIAM B., Lieutenant (jg), USNR, posthumously, as Bombardier/Navigator of an aircraft in Attack Squadron 85 during a bombing strike against a strategic port loading facility in North Vietnam on 19 Apr 1966. In the face of triple-threat enemy defenses composed of antiaircraft artillery, surface-to-air missiles and fighter aircraft, LTJG Nickerson exercised exceptional skill and resourcefulness in navigating his aircraft to the target area, enabling the pilot to make a perfect dive and score direct hits on the assigned target, which totally immobilized the port loading facility. LTJG Nickerson's professional skill and courage under extremely adverse and hazardous conditions were outstanding.

Gold Star in Lieu of Second Award

★ WEIMORTS, ROBERT F., Lieutenant Commander, USN, posthumously, as pilot of an aircraft in Attack Squadron 85 during a bombing strike against the strategic Cam Pha coal loading area in North Vietnam on 19 Apr 1966. Despite low clouds and heavy antiaircraft fire in the target area, LCDR Weimorts delayed his roll-in until he had maneuvered his aircraft to the ideal position for an effective run. He then made a perfect dive and scored direct hits on three large coal transporters that were his assigned targets, thereby immobilizing the entire coal-loading facility. By his courage, skill and devotion to duty in the face of heavy enemy fire, LCDR Weimorts upheld the highest traditions of the U. S. Naval Service.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BAIN, ROBERT C., Quartermaster 3rd Class, USN, while serving with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, on 6 Mar 1966. While traveling in the city of Da Nang, Republic of Vietnam, Bain noticed an excited crowd gathered near a water-filled excavation. Upon learning that a small Vietnamese boy had fallen into the water, he immediately climbed

over a barbed wire fence surrounding the excavation and dived into the water. Following two attempts to locate the boy in the muddy water, Bain succeeded in recovering the victim and brought him to the surface. He then administered mouth-to-mouth resuscitation for a period of approximately 10 minutes until the child started breathing. His prompt, skillful and decisive actions in the emergency undoubtedly saved the boy's life.

★ BOOLE, PATRICK E., Hospital Corpsman 3rd Class, USN, while serving aboard *USS Shangri La* (CVA 38) on the afternoon of 3 Sep 1965. Upon being called to the scene of an accident where a shipmate had fallen unconscious in a void which contained insufficient oxygen for survival, Boole descended into the void without the aid of safety equipment and succeeded in rescuing the victim. Through his prompt and courageous actions in the face of great personal risk, Boole undoubtedly saved a shipmate from certain death.

★ ELLIOTT, SHIRLEY H., Lieutenant (jg), USN, and MURPHY, EDWARD R., JR., Lieutenant, USN, for rescuing the three-man crew of a grounded fishing boat off Centerville Beach County Park, Ferndale, Calif., on the early morning of 21 Mar 1966. Using a rope found on the beach for a lifeline, Elliott and Murphy swam approximately 35 yards to the stricken craft and succeeded in helping the three fisherman, one of whom was suffering from shock, to the shore. By their prompt and courageous actions in the face of grave personal risk, LTJG Elliott and LT Murphy were directly instrumental in saving three lives.

★ MULLEN, JAMES E., Lieutenant, MC, USN, while voluntarily serving as medical officer of a helicopter rescue team dispatched by *USS Forrestal* (CVA 59) on 15 Jan 1966. The objective of the mission was to aid survivors of a U. S. Air Force VC-47 aircraft which had crashed on the remote and rugged slopes of Mount Helmos, on the Greek island of Peloponnisos, at an elevation of 7680 feet. After several unsuccessful landing attempts by the pilot of the rescue helicopter, LT Mullen, at his own request, descended by hoist from the hovering craft to the steep slope of ice-crusted snow. He made his way to the crash site, rendered prompt medical assistance to four survivors and aided in their safe evacuation. Working in sub-freezing temperatures, he searched the hazardous terrain for other victims of the crash, remaining at the scene for five hours, until the last personnel of the rescue party were removed by helicopter. His prompt and courageous actions and selfless efforts throughout the mission were in keeping with the highest traditions of the U. S. Navy.

TAFFRAIL TALK

Ever hear of a "hurevac?" It's a hurricane hideout.

The 8000 acres that constitute NAAS Meridian, Miss., are a rolling woodland and it would seem that they would be unaffected by the hurricane season hundreds of miles away in Florida. Such, however, is not the case.

The Meridian Air Station is part of a vast naval aviation complex that stretches from the east coast of Florida to Texas. The majority of these air bases, aircraft and men are located in Florida and when the annual hurricane season looms up, the hundreds of planes and pilots of these stations are ready to move out to a refuge in short order. Meridian is that refuge.

When the arrival of a hurricane is an obvious threat to aircraft safety, naval air bases throughout the "Sunshine State" put their hurricane evacuation program or "hurevac," into high gear. An influx of pilots and planes from Pensacola, Milton, Sanford, Jacksonville and Mayport, Fla., soon swell the normal amount of aircraft at the Meridian station from approximately 120 to 500 or more.

Although NAAS Meridian is the major refuge for the hurricane orphans, they are sometimes taken to the Naval Air Stations at Memphis or Corpus Christi, Texas. This second exodus of men and planes takes place only when the storm threatens to cause considerable damage as far north as Meridian.

The daily routine of the Meridian base turns into an all hands evolution when the "hurevac" alert is on. Many times you will find a normally desk-bound sailor out on the flight line helping to park one of the training squadrons' *Buckeye* jets in a new spot to make room for company from Florida.

Three miles away from the operations and hangar area, at the administration complex of the station, things are beginning to jump. Preparations to feed and house the incoming pilots and crews for the duration of the blow are in full swing.

At the BOQ the rooms are being crammed with extra beds to accommodate the overflow of visiting pilots. In the barracks office the master-at-arms force is looking over its berthing charts to see where they can bed down any enlisted crews that might come in with the planes. Feeding so many men on such short notice is no mean feat, and the station's cooks may be preparing meals around the clock for the working troops.

Back in the operations area the control tower and the radar air traffic control center are utilizing their skills in landing pilots on unfamiliar runways and concourses. In addition, they have to assign the visiting planes parking places and process all the other flight data from each plane.

Out on the flight lines a hubbub of activity is apparent as men go about the process of reparking station planes, preparing maintenance equipment and hauling out tie-down lines to secure the planes to the ground in the event strong winds pass over the area.

Suddenly all is relatively quiet and there is only one thing left to do. Wait out the storm. Most hurricanes tend to carry the traits of their female names and are prone to change their direction several times. Often days will go by before the hurricane is declared defunct or has passed on to other areas.

When the all clear signal is given Meridian once again comes to life in a beehive manner as the planes fuel up and head for their home bases. NAAS Meridian is back to normal—for the time being.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: DD ON DUTY**—As the sun sinks into the South China Sea a destroyer continues on her screening patrol.

ALL HANDS



